Australian MODEL RAILWAY Magazine

$2.20

DECEMBER, 1984.

ISSUE 129. Vol.11. No.12

IN THIS ISSUE:

PAXTON

Completion of QUARRY

SOUTH AUSTRALIAN WATER TANKS

MORE 48s

Vicrail VLX

1984 Club Listing

EXHIBITION REPORTS

Registered by Australia Post Publication No. NBH0729

*Recommended retail price only.

Full Range Now Available

SHINOHARA

"The complete trackage system" HO, HOn3, HOn2½, N

TO BE RELEASED SHORTLY — HO CODE 83

Agents for: **COMPSPEED Walkaround Memory Controllers • BEMO • G.S.B. • SHINOHARA • MASHIMA & SAGAMI MOTORS • RIBU COUPLING SYSTEMS**

PFM AUSTRALIAN AGENTS UNITED

VISA MasterCard bankcard welcome here

THE LOCO SHOP 1 MELBOURNE

DEALER ENQUIRIES WELCOME

The Home of New and Used Brass

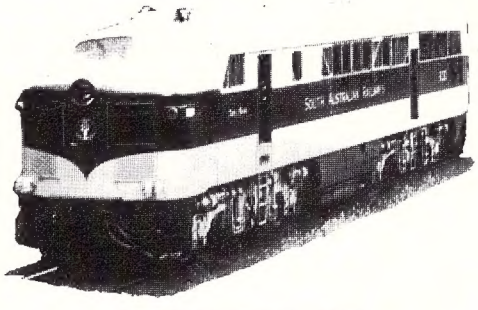
THE LOCOMOTIVE WORKSHOP

P.O. BOX 173, BORONIA, VICTORIA 3155 Phone: 762-3189

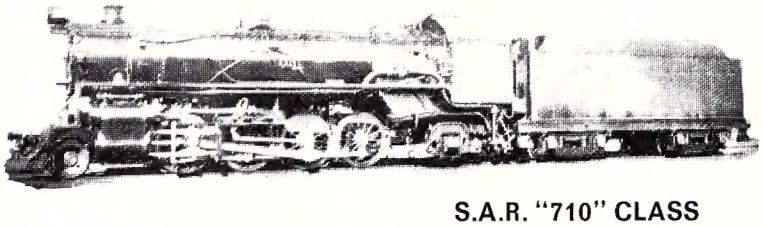
"BETTER PRICES" —— "BETTER SERVICE"

A Merry Christmas to all

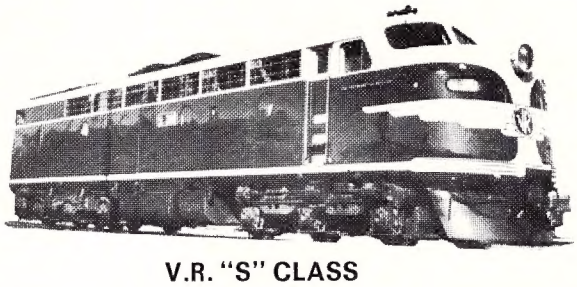
ALCO MODELS LINE UP FOR '85 ALCO MODELS



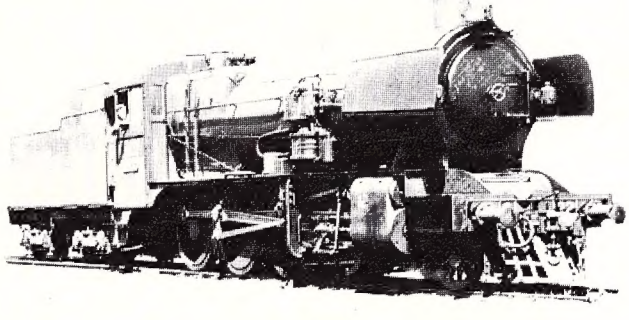
S.A.R. "900" CLASS



S.A.R. "710" CLASS



V.R. "S" CLASS



V.R. "C" CLASS

V.R. WALKER "153"

ALCO-AJIN "The people who will give you lower prices, more detail and better running."

"LEADING THE WAY"

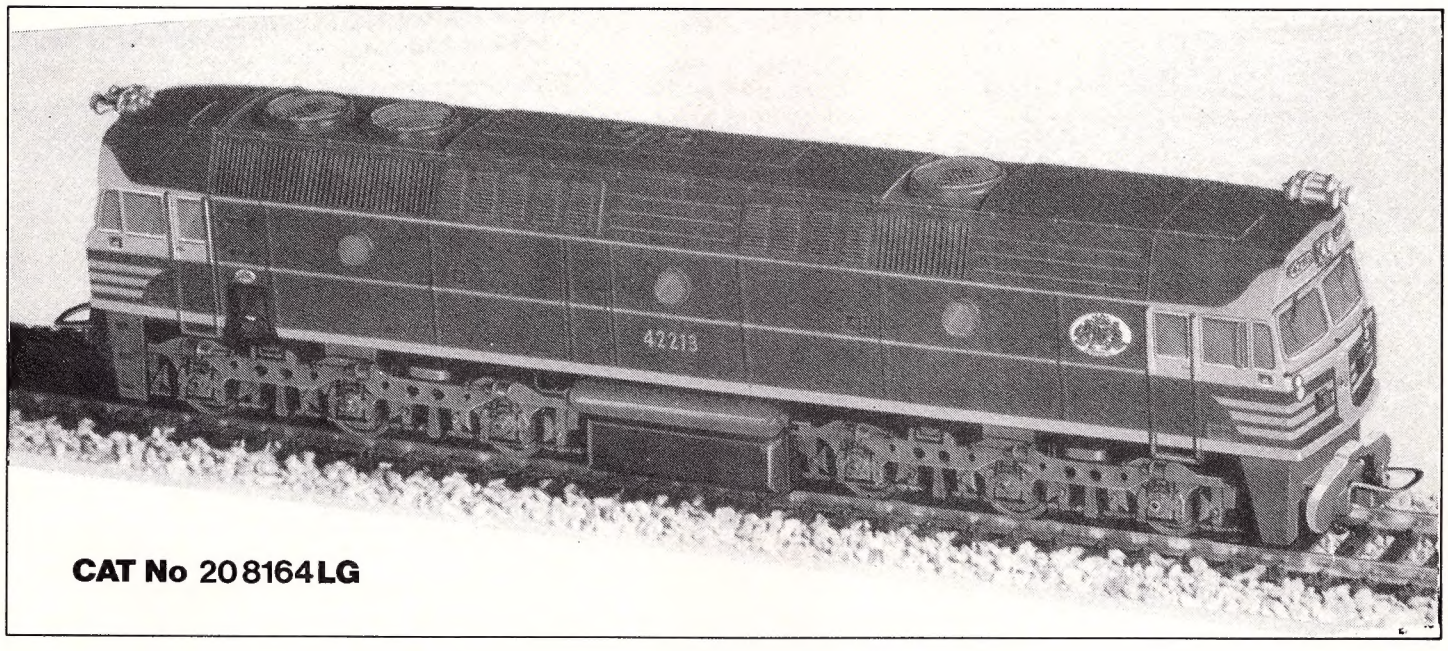
AUSTRALIAN LOCOMOTIVE COMPANY

P.O. BOX 173, BORONIA, VICTORIA 3155

LIMA

Number one in the world of model railways.

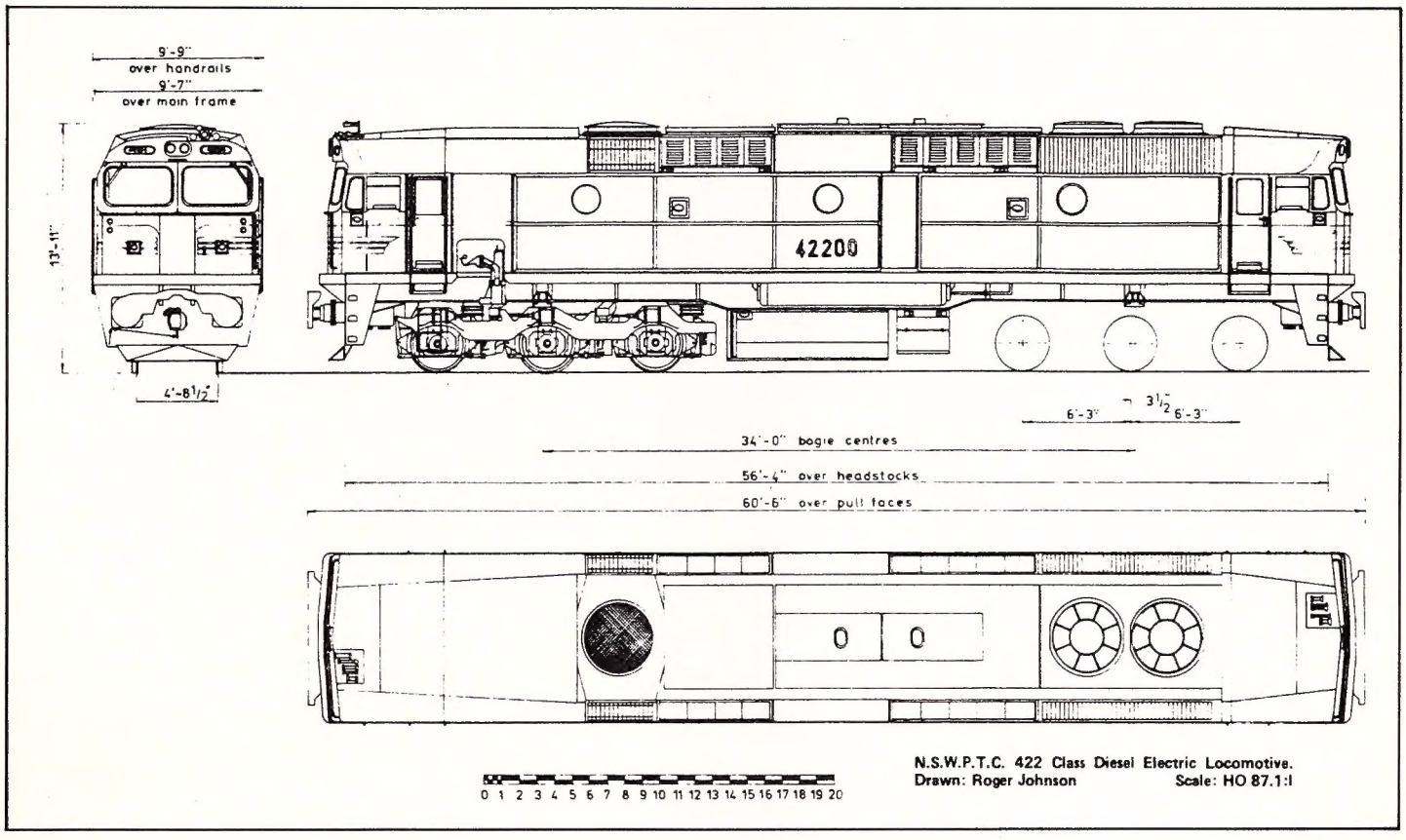
The latest addition to Lima's range of Australian locomotives.



CAT No 208164LG

422 CLASS DIESEL ELECTRIC LOCOMOTIVE

AVAILABLE EARLY 1985



AUSTRALIAN AGENTS SOUTHERN MODEL SUPPLIES PANORAMA SOUTH AUST.

BACK ISSUES

The following issues are available subject to prior sale:-

No. 1 — April/May 1963 (Reprint)
Priced at 25c a copy, plus postage.
No. 80 — September/October 1976
Priced at 60c a copy, plus postage.
No. 86 — September/October 1977
Priced at 70c a copy, plus postage.
No. 88 — January/February 1978
No. 91 — July/August 1978
No. 92 — September/October 1978
No. 93 — November/December 1978
No. 94 — January/February 1979
No. 95 — March/April 1979
No. 96 — May/June 1979
No. 97 — July/August 1979
No. 98 — September/October 1979
No. 99 — November/December 1979
The above issues are priced at 90c a copy, plus postage.
No. 100 — January/February 1980
No. 101 — March/April 1980
No. 102 — May/June 1980
No. 103 — July/August 1980
The above issues are priced at $1.00 a copy, plus postage.
No. 104 — September/October 1980
No. 105 — November/December 1980
No. 106 — January/February 1981
No. 107 — March/April 1981
The above issues are priced at $1.20 a copy, plus postage.
No. 108 — May/June 1981
No. 109 — July/August 1981
No. 110 — September/October 1981
No. 111 — November/December 1981
The above issues are priced at $1.50 a copy, plus postage.
No. 112 — February 1982
The above issue is priced at $1.60 a copy, plus postage.
No. 113 — April 1982
No. 114 — June 1982
No. 115 — August 1982
No. 116 — October 1982
No. 117 — December 1982
No. 118 — February 1983
The above issues are available at $1.80 a copy, plus postage.
No. 119 — April 1983
No. 120 — June 1983
No. 121 — August 1983
No. 122 — October 1983
No. 123 — December 1983
No. 124 — February 1984
The above issues are available at $2.00 a copy, plus postage.
No. 125 — April 1984
No. 126 — June 1984
No. 127 — August 1984
No. 128 — October 1984
The above issues are priced at $2.20 a copy, plus postage.

Postage

One copy — Within NSW 70c; Outside NSW 80c; Overseas $1.10c.
Two copies — Within NSW $1.10; Outside NSW $1.35; Overseas $1.70.
Larger parcels —

No. of Copies	3-9	10-20	25 & over
Sydney Metro	1.85	2.05	2.45
NSW	2.50	2.75	3.25
Victoria	3.80	4.60	6.20
SA & Tas	4.40	5.80	7.45
NT & WA	5.60	8.20	11.20
Qld	4.20	5.40	7.30
Overseas	4.85	8.00	13.25

Please nominate a second choice in case of non-availability of the required issue.

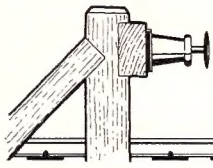
Please list issues required on a sheet of paper separate from any other matter, complete with printed postage instructions (i.e. name and address).

If including stamps as part payment, please ensure that the face value of each stamp does not exceed the standard postage rate of 30c.

Please allow at least 21 days for the delivery of goods.

Post your order to:

SCR PUBLICATIONS
Box 4 P.O.
LITTLE BAY 2036



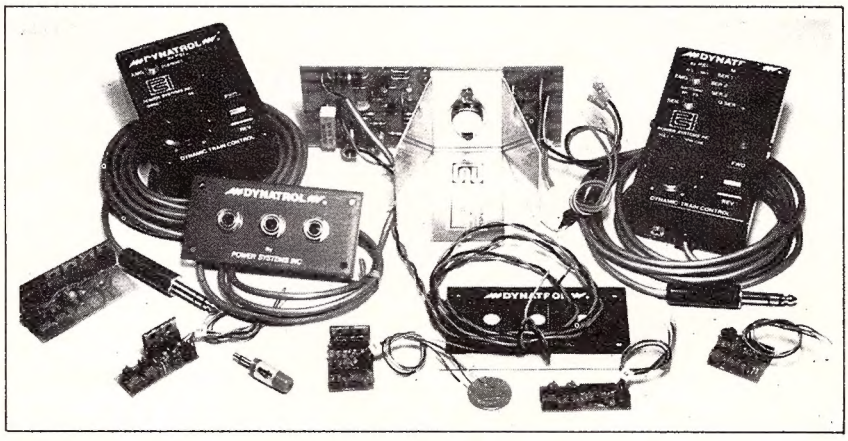
The Buffer Stop

The Buffer Stop is now open:-

Mon. - Thur. .. 9am to 6pm
Friday .. .. .. 9am to 9pm
Saturday .. .. 9am to 1pm

Australian agents for Dynatrol Command Control System which is now on display in the shop.

DYNATROL By PSI

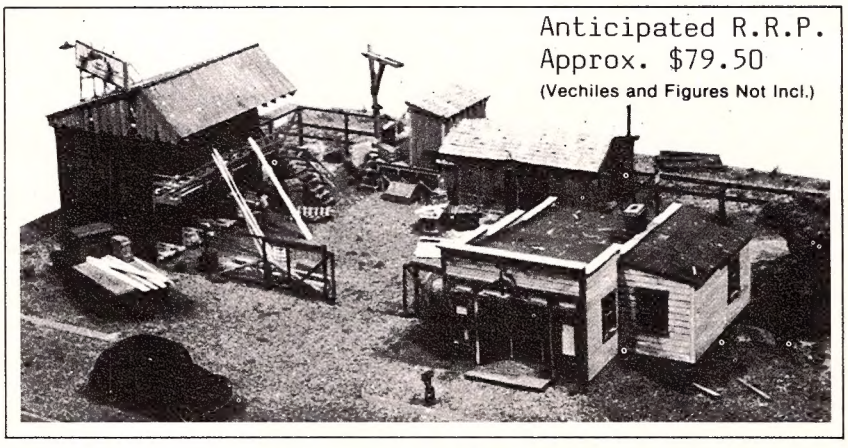


Distributors of the beautiful "Builders In Scale" Kits.

This Kit should be in stock by the time this ad. appears.

Builders In Scale
Fine Craft Kits

HO Limited Run Kit
* Over 120 metal detail castings
* 3 complete buildings
* Yard detail materials
* Includes our own RIBBED SEAM roofing and siding material
* Architectural grade plans and construction manual



Anticipated R.R.P.
Approx. $79.50
(Vechiles and Figures Not Incl.)

PARTICIPATING WALTHERS DEALER

POSTAL ADDRESS:
535 Plenty Road
PRESTON, 3072
VICTORIA

TELEPHONE:
(03) 478-0038

Postage at cost.

G.W. NICHOLS WOOD
Fabrication & Amalgamation Co.

DINERS

Cards above (and VISA) accepted.
Include number, expiry date and your signature. DO NOT send CASH.

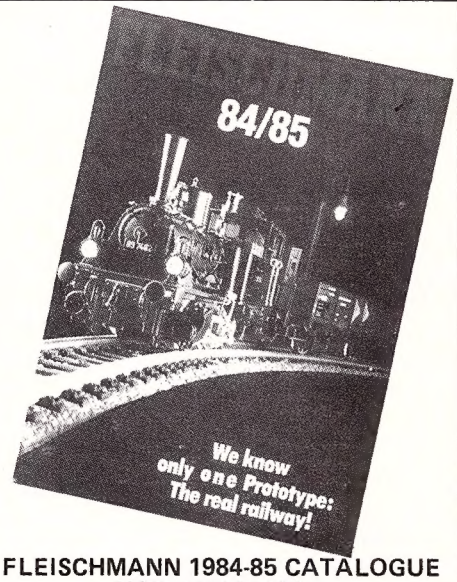
All prices shown are subject to change without notice.

NEW RELEASE
FROM
FLEISCHMANN

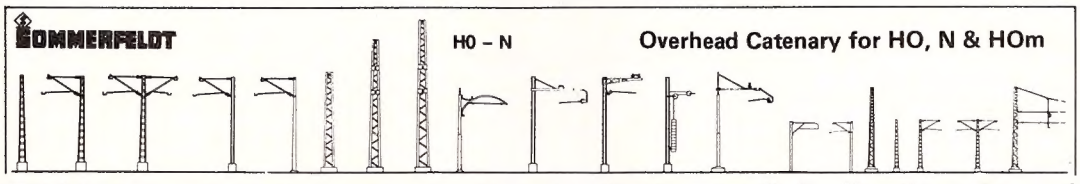
THE FLEISCHMANN "JUMBO" SIZE
TRACK CLEANING BLOCK
Super size (50 x 38 x 18mm) for SUPER JOB

JUST RUB – DON'T SCRUB

Its size makes it easy to use - suits all guages.
Price . . $3.70 plus post 55c or
THROUGH YOUR HOBBY SHOP



FLEISCHMANN 1984-85 CATALOGUE
NOW AVAILABLE
116 pages in full colour
$4.65. posted.



SOMMERFELDT the prototypical catenary system for realism. Metal masts – Trellis, H section and tapered round. Fine scale copperplated wire various lengths (10 in HO & 6 in N). Catalogue $3.50 posted.

Euromodel Rail Review

NOW A MONTHLY MAGAZINE FOR THE EUROPEAN RAILWAY ENTHUSIAST ! ! !
IN ENGLISH LANGUAGE
YES . . . . . it's here ! ! ! !
EUROMODEL RAIL REVIEW . . . .
40 pages - some in colour - just on European prototype and model scene.
A quality publication for just $5.25 posted or annual subscription for $60.00
or ask your local Hobby Shop.

BEMO

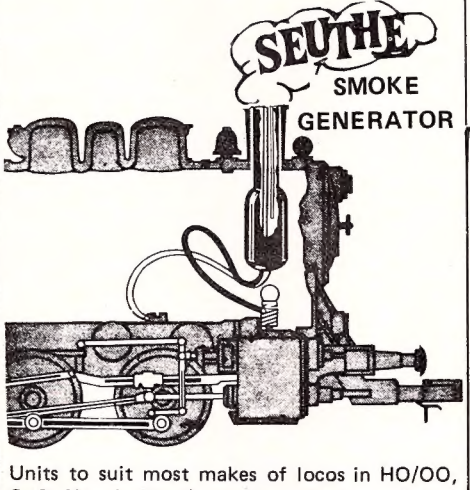
POINT MOTORS

5-12 volts DC motor drive for underboard installation. 12 contacts for frog polarity, signals etc.
$9.85 + 95c post & pack.

Quality lighting for HO/OO, N & Z guages.
Mostly **BRASS** construction.
Write for colour catalogue . . . $3.50 posted.

MARKLIN

We specialise in **Marklin** by **Mail Order** . . . . . **YES** . . . no matter where you live, we can supply the full range.
Interesting Marklin items are:–
* Marklin's Jubilee Magazine (English). Over 80 pages and 100 colour photos covering the history of Marklin & Model Railways . . a must for every modeller . . . . . $4.40 posted.
* Automatic Train Controller No. 6600 gives you seven separate functions for realistic train operation . . order yours today and enjoy much more for your layout.
* HAMO . . 6 new D.C. 2 rail Locos to be released this year. S.A.E. for details.



Units to suit most makes of locos in HO/OO, O & No. 1. Plastic or metal bodies, slim or standard stacks. Priced from $8.40
For brochure send S.A.E.

CATALOGUES – POST PAID

Essential when planning your layout.

	$
FLEISCHMANN - 1984/85 - HO & N . .	4.65
BRAWA - HO, N, Z,lights & accessories	3.50
BEMO - 1984/85 HOe, HOm, Loco, Track etc. . . .	4.50
MARKLIN - HO, Z & No.1 . .	4.65
FALLER - 1983/84 HO, N & Z Kits . .	3.00
SOMMERFELDT Catenary. HO, N, HOm. Trams	3.50
HAG - HO,& N Swiss prototype	3.00
METROPOLITAN - European HO brass	3.00
METROPOLITAN - Swiss N brochure .	.40
FULGUREX - European Brass HO & N .	3.00
SALOTA - Multi-Train–Control HO, LGB, 1 . . . . . S.A.E.
SEUTHE - Smoke Generators & Cleaning aids for HO/OO, N. O, No.1 LGB, HOe/m. . . . . S.A.E.	
HELJAN - HO/OO, N Kits	1.80
ROSKOPF - HO Military & Civil vehicles	1.00
ROCO - 1983/84 HO, N	8.00
KIBRI - 1983/84 HO, N, Z Kits	4.80
EUROPEAN Book & Magazine list	.50

MAIL CHARGES	N.S.W.	INTERSTATE
Orders up to $10.00 add	$1.10	$1.35
Orders $10 to $60 add	$2.25	$3.80
ORDERS OVER $60.00	POST FREE	

For Smoke Generators add ONLY 60c All States
NOTE:– EXCESS POSTAGE REFUNDED

BILL WEBB

AUSTRALIA WIDE MAIL ORDER – Established since 1975

P.O. Box 68, FIGTREE 2525
Phone: (042) 29 5824
Showroom: 21 Meares Avenue, Mangerton
Inspection by Appointment only

TRAX

AUSTRALIAN PROTOTYPE MODELS

Rail Craft PRODUCTS

QUALITY TRACK PRODUCTS

eda ELECTRONICS

Kadee HO SCALE

MAGNE-MATIC COUPLERS
HO UNCOUPLERS

SPECIALISING IN HO/OO SCALES

• ROUNDHOUSE • LIMA • MEHANO • CAMCO • AR KITS • MINI MODELS • BROAD GAUGE BODIES • RATIO • POLA • HELJAN • KIBRI • TRAX • PECO • SHINOHARA

• KADEE HO Couplers and Accessories

• FLOQUIL • SCALECOAT • HUMBROL • TAMIYA Paints

DATA SHEETS • KALMBACH BOOKS

BGB • AMRI • MnJ Decals

• Locomotion • Eda Electronics • Merten • AMRI Accessories • F & G Models • Detail Associates • Sentinel • K & S Metal • Romford

TRADING HOURS

TUESDAY TO FRIDAY 9.00 — 5.00 (7.30 THUR)
SATURDAY 9.00 — 4.30
CLOSED SUNDAY & MONDAY

ST. GEORGE HOBBIES

504 ROCKY POINT ROAD
SANS SOUCI, N.S.W. 2219
Phone (02) 529-9809

LAY-BY

bankcard

BGB BROAD GAUGE BODIES

Australian Prototype Body Kits as seen running through South Australia.

SAR ANR VR ANR

VBAX 50 BMX 73 SAR VR Australian National SA

CUSTOM DECAL SERVICE for the freelance Modeller. Enquiries to B.G.B.

NEW RELEASES

NEW KITS

BK 44. S.A.R. C/CS bogie cattle van	$9.90
BK 46. V.R. E bogie open wagon — GY pattern doors	$7.85

NEW DECALS

No. 64/C2 V.R. 'T' van advertising 'VIMA'	$ 2.00
No. 65. V/LINE grain emblems	$1.35
No. 66/C2. V/LINE passenger car emblems	$2.00
No. 67/C2. V/LINE 630mm freight wagon emblems	$2.00
No. U2/C3. V.R. U van billboard sign — 'AB Wine Tonic'	$2.80
No. U1/C3. V.R. U van billboard sign — 'Sunshine Biscuits'	$2.80
No. 69/C2 V.R. T van billboard sign — 'Tankred Bros'	$2.00
No. 70/C2 V.R. 'Vinelander' name boards	$2.00
No. U3/C2 V.R. U van billboard sign — 'McNamara-Trenchards'	$2.00
No. U4/C2 V.R. U van billboard sign — 'Robinson Brothers'	$2.00
No. U5/C2 V.R. U van billboard sign — 'N-Z-L'	$2.00

FROM THE FOLLOWING OUTLETS

South Australia:
Bridglands Hobbies
The Model Centre
West Coast Model Supplies
Glenelg Trains & Tronics

Victoria:
Box Car Hobbies
Branch Line
The Engine Shed
Hobbycraft/Barwoods
Hobbyline
The Loco Shed Inglewood
McBees Hobby Centre
Morwell Electronics
Train World
Viaduct Hobbies

Queensland:
Import Hobbies

Australian Capital Territory:
Peter Pan

New South Wales:
Casula Hobbies
Keith Hudson Modellers World
Punchbowl Hobby Centre
St George Hobbies
Toyman Imports
Vic Barnes Hobby Centre

MODELLERS

Large SAE for current price list.

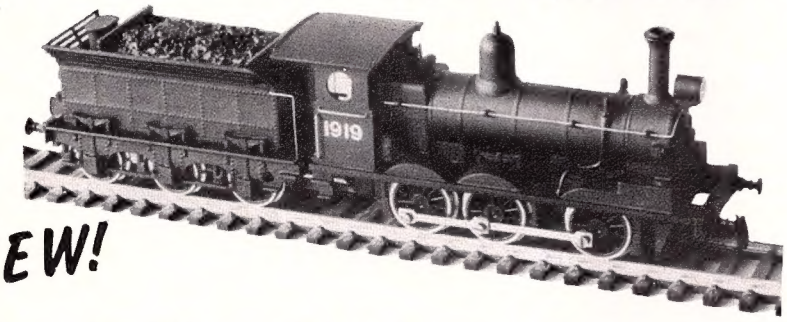
All kits in continious production.

P.O. BOX 137,
DAW PARK, 5041

TRADE ENQUIRIES

P.O. BOX 137,
DAW PARK,5041
Phone: (08) 297 8524
Office Hours 12-2pm S.A. time.

PROUDLY MADE IN AUSTRALIA



NEW!

No. 1919 HO SCALE N.S.W. Z19 LOCO KIT

$189.95

Sentinel MODEL RAILWAY PRODUCTS

Sentinel HO LOCOMOTIVE KITS

* ARE WHOLLY MANUFACTURED IN AUSTRALIA (except the motor)
* ARE COMPLETE IN ALL RESPECTS EXCEPT FOR GLUE AND PAINT
* HAVE PRECISION MADE BRASS SIDE FRAMES AND N.S. RODS
* HAVE CLEAN, ACCURATELY CAST WHITE METAL PARTS
* HAVE WHEELS TO A.M.R.A. STANDARDS
* HAVE COUPLER HOOKS TO SUIT 'RIVAROSSI', 'LIMA' ETC.

(NOTE: Kadee Couplers easily fitted to Z19.)

No. 2033 HO Scale N.S.W. Z20 LOCO KIT

$149.95

N Scale

No. 3807

N.S.W. C38 LOCO KIT

* ASSEMBLED CHASSIS WITH CORRECT BOX POK DRIVING WHEELS WITH SOLID NICKEL SILVER RIMS
* ALL METAL LOCO BODY IN EASY-TO-BUILD KIT FORM
* SOLID NICKEL SILVER VALVE GEAR
* METAL TENDER CHASSIS, METAL BOGIES IN EASY-TO-ASSEMBLE FORM, PLASTIC BODY

$115.oo

TO ALL RETAILERS: The prices set out or referred to herein are recommended prices only and there is no obligation to comply with the recommendation.

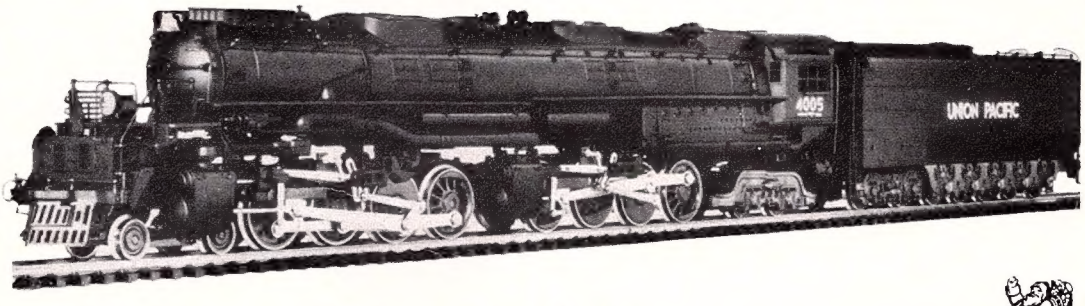
FROM LEISURE ACTIVITY STORES EVERYWHERE

INDI ENTERPRISES PTY. LIMITED P.O. Box 415, ALBURY N.S.W. 2640

RIVAROSSI

NOW AVAILABLE

FROM ALL OF US TO ALL OF YOU. WE WISH YOU A JOYOUS CHRISTMAS AND A HAPPY, PROSPEROUS NEW YEAR.



The magnificent "BIG BOYS" in N and HO

HO SCALE

1254/3 "BIG BOY" 4-8-8-4 Articulated Locomotive with "Centipede" tender of the Union Pacific Railroad. The model has a powerful motor driving both driver groups through pendular transmissions and universally jointed shafts. With a working headlight and operating valve gear the model can negotiate curves down to 400mm radius. The overall length is 475mm. This model is black with white lettering and carries the road number 4005.

1254/2 "BIG BOY" similar to 1254/3 above but with silver grey smoke and fire boxes. The road number is 4013.

$273.oo

N Scale

9157 "BIG BOY" 4-8-8-4 Articulated Locomotive with "Centipede" tender of the Union Pacific Railroad. Fitted with a powerful motor geared to all axles in both driver groups this model has great traction. With working headlight and operating valve gear the model is 256mm in length and can negotiate small radius curves. Black with white lettering and carries the road number 4005.

9208 "BIG BOY" similar to 9157 above but with silver grey smoke and fire boxes. The road number is 4013.

$179.95

TO ALL RETAILERS: The prices set out or referred to herein are recommended prices only and there is no obligation to comply with the recommendation.

FROM LEISURE ACTIVITY STORES EVERYWHERE

AUSTRALIAN MODEL CRAFT CO., Box 118, P.O., Albury, NSW 2640 Phone (060) 21 2473

EXPRESS MAIL ORDER

OO/HO & N

STOCKS INCLUDE –
Peco – Rivarossi – Ratio
Roundhouse – Lima – Roco
Superquick – Minitrix – Merten
Merit.

AIDS TO CONSTRUCTION –
Romford HO/OO wheels, axles, gear sets, crankpins etc.. Sentinel HO locomotive & rolling stock wheels & fittings. Small brass BA screws & nuts – hand taps – drills – styrene sheet etc..

BRITISH – AMERICAN – EUROPEAN AUSTRALIAN PROTOTYPE.

Please write for stock/price lists & advise if HO/OO or N details required. Please print your name and address.

bankcard welcome here

PJP PRODUCTIONS
SINCE 1938

20 Daly Street,
GISBORNE, Victoria 3437
Phone (054) 28 2170

OPEN DAY AT PROSPECT

AUSTRALIA DAY WEEKEND

26th January 1985
SATURDAY AFTERNOON 12 noon to 6pm

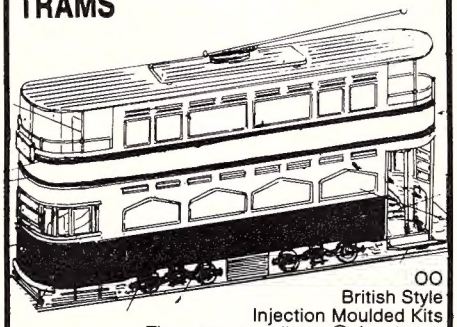
Once again we will be opening our clubrooms at the "Old Jam Factory" – Roper Road, Colyton For our ANNUAL OPEN DAY

You are welcome to come along and see our progress with out HO/HOn3 club layout over the last twelve months.

The members of Prospect will be waiting to make you welcome.

WEST ALONG GREAT WESTERN HWY., LEFT INTO HEWITT ST., LEFT INTO ROPER RD.

TRAMS



OO
British Style
Injection Moulded Kits
Three types available ○ $11.95 ea.
Can be motorised. Retail and Trade Enquiries to Sole Australian Agent

WOODPECKER MODEL RAILWAYS
PO Box 43
PENDLE HILL NSW 2145
Phone (02) 671 6607

MOVIES

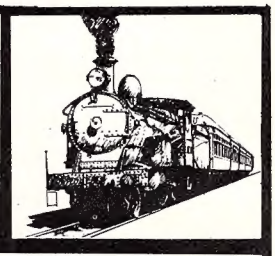
Super 8 films of rail action, world-wide. The selection now includes footage from U.S.A., Britain, Australia, Africa and Europe, with steam, diesel and electric power.

Over 180 titles now available.

Write for more details to:-

KEYSTONE MOVIES
P.O. Box 621,
BALLARAT. 3350

CMC RAILWAYS



CORRIMAL MODEL CENTRE
SHOP 8, NEW WORLD ARCADE,
RUSSELL STREET, CORRIMAL,
(Near WOLLONGONG) NSW 2518.
Phone (042) 83 3183

Our Whole Shop is Just **"Model Railways"**

Open 9-5 Mon-Sat, late night Thur.

We have completed our first year in business and stocks are larger, and our range bigger than ever.
We would like to thank our wholesalers for their support and especially our growing number of friends (customers).
Call in and browse round our

ALL MODEL RAILWAY SHOP.

To remind you we stock the following brands:-
ATHEARN * BACHMANN * ELECTROTREN * FLEISCHMANN * GOULD CO * GRAHAM FARISH * HORNBY * IBERTREN * KATO * LIMA * MAINLINE * MEHANOTEHNIKA * MINITRIX * MODEL POWER * PECO * TRAX *
And shortly the NEW FOOTPLATE MODELS – NSWGR Z26 class saddle tank loco in kit form or made up and painted, price on application.

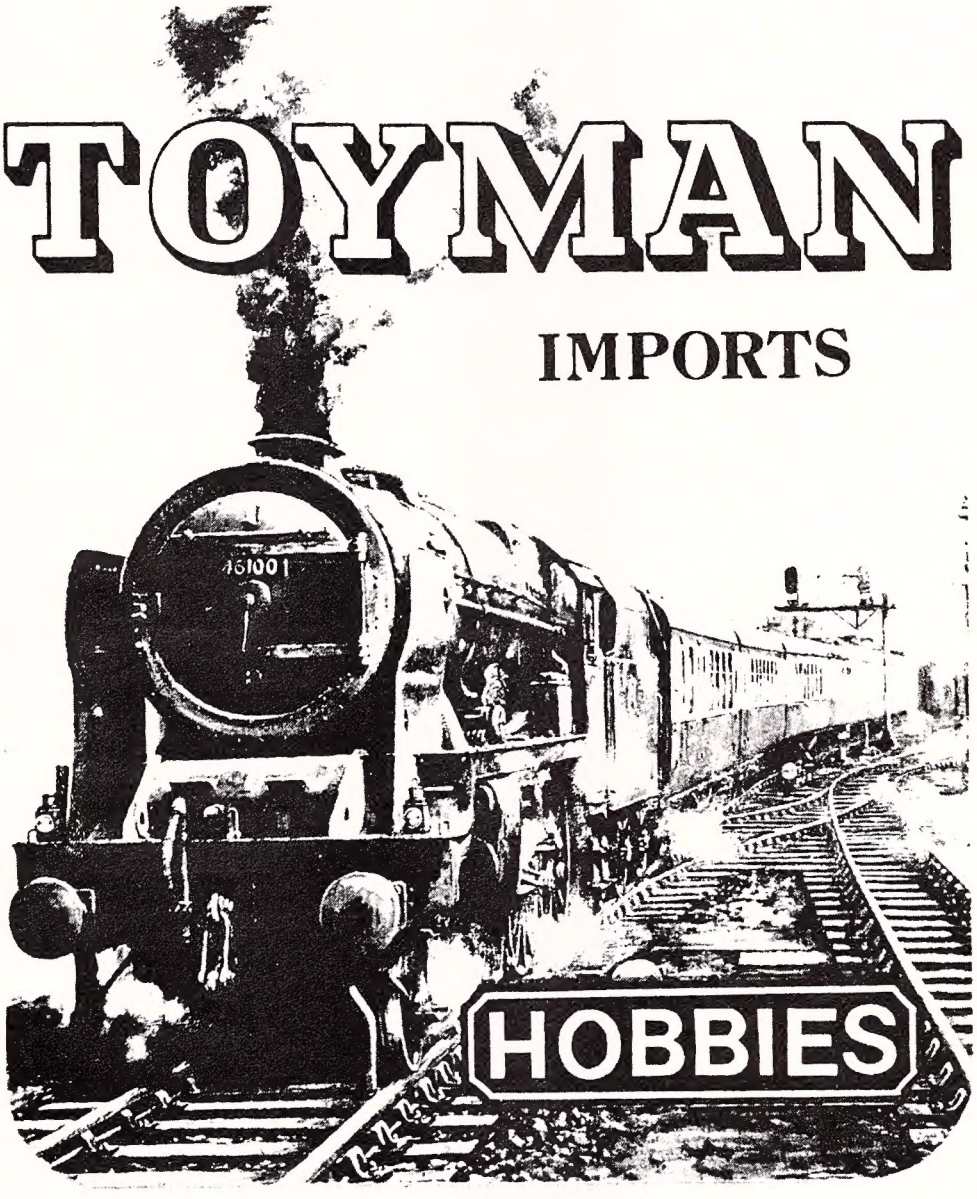
We still maintain our large range of Australian and American kits and detail parts and we are increasing our range of British outline as well.
EDA, LOCOMOTION, TEMPEST and TRAX controllers.
FLEISCHMANN, GRAHAM FARISH, IBERTREN, LIMA, PECO and TRAX track.
CRAFTSMAN, FLOQUIL, HUMBROL, TAMIYA and TESTORS Paints.
DREMEL POWER TOOLS and ACCESSORIES. * EMCO UNIMAT LATHES and TOOLS.
BUILDING KITS * SCENIC MATERIALS & TREES in both HO/OO & N.
EPOXY * SUPER GLUE * PLASTIC CEMENTS and ADHESIVES.

PAINTING and MODEL SERVICE AVAILABLE.
PROMPT MAIL ORDERS (Post Free over $50.00). BANKCARD, MASTERCARD & VISA. LAYBY ALSO AVAILABLE.

Come to

TOYMAN

IMPORTS



THE MODEL RAILWAY SPECIALISTS OF YENNORA

"PROBABLY THE BEST RANGE FOR THE BEGINNER"

* * ALWAYS PLENTY OF SPECIALS * *

WE STOCK ALMOST ALL POPULAR BRANDS OF MODEL RAILWAY EQUIPMENT

MAIL ORDER CATALOG
SEND $1.20 (or 4 x 30c stamps)

* 6000 SQ FT WAREHOUSE FULL OF TRAINS, BOATS, PLANES, R/C, TOYS ETC

TOYMAN IMPORTS PTY LTD

TOY & HOBBY WAREHOUSE
76 RAILWAY ST YENNORA NSW 2161
(AT THE RAILWAY) Ph 02 632 5002

ADVERTISERS INDEX

AMRM — Back Issues	4
Amrail Models	68
Australian Locomotive Co	2
Australian Model Craft	
Sentinel, Rivarossi	7
Peco	72
Bergs of Parramatta	63
Bill Webb	5, 62
Birkenhead Point — Exhibition	64
Box Car Hobbies	63
Broad Gauge Bodies	6
Broad Gauge Models	65
Casula Hobbies	54, 55
Corrimal Model Centre	8
Darwin Hobby Centre	60
F & G Models	58
Finescale Models	68
Footplate Models	68
Fred Fox	58
Hobby Shop Directory	70
Hobby Yard	69
Hobbycraft	58
Import Hobbies	57
J & J Hobbies	56
Junction Hobbies	68
Keystone Movies	8
L.G.B.	60
Mansfield Hobbies	58, 64
Market Place	70
Mini Models	56
North East Models	62
P.W.Duckett	64
PJP Productions	8
Perth Hobby Centre	67
Preston Hobby Modelle	58
Prospect M.R.C. — Open Day	8
Puffing Billy Models	67
Red Heart Souvenirs	59
Southern Models — Lima	3
St George Hobbies	6
Stephen Johnson Models	64
Tempest Electronics	66
The Buffer Stop	4
The Engine Shed — Roco	59
The Locomotive Workshop	2
Toyman Imports	9
Train World	66
Traintasia	68
Tyren Distributors	60
Wall Plaques International	56
Weico Models	68
Woodpecker Model Railways	8, 62

DIARY

EXHIBITIONS

BATHURST — N.S.W. December 1, 2 1984 at Bathurst Civic Centre. Open 10am — 6pm (Sat), 10am — 4pm (Sun). Admission $1.50/40c, $3 family. Organised by Central West Railway Modeller's Association.

GEELONG — Victoria. January 25 — 28, 1985 at the Waterside Workers Hall, Eastern Beach, Geelong. Open 6pm-9pm (Fri), 10am-9pm (Sat), 10am-6pm (Sun), 10am- 5pm (Mon). Admission $1.50/.50c Family $4. organised by the Corio Model Railway Club.

DRUMMOYNE — New South Wales. January 26 — 28, 1985 at Birkenhead Point Shopping Complex, Victoria Road, Drummoyne. Open 9.30am-6pm (Sat), 10am-6pm (Sun), 10am-5.30pm (Mon). Admission $1.50/60c/$4. Organised by the Epping Branch of the Southern Cross Model Railway Association.

MELBOURNE — Victoria. March 8 — 11, 1985 at Camberwell Civic Centre. Open 10am-1pm (Fri, Sat), 10am-7pm (Sun, Mon). Admission $3/$1. Organised by the Australian Model Railway Association, Victorian Branch.

QUEENSLAND — Bowen Hills. May 4 — 6, 1985 at the Horticulture Pavilion, R.N.A. Grounds, Bowen Hills. Admission $1.50/50c. Organised by the Queensland Branch of the Australian Model Railway Association.

OPEN DAY

N.S.W. — Colyton. Prospect Model Railway Club are holding their annual open day at their clubrooms at the Old Jam Factory, Roper Road, Colyton on Saturday 26th January, 1985 12 noon — 6pm.

NEW CLUBS

Marklin Modellers of Sydney have formed with a membership of 15. Joining fee $15, annual subs $20. Meeting held last Friday of month. Membership details Peter Heininger (02) 818 4887.

National Model Railroad Association, Australian Region has been formed with contacts in most states. Further details from the secretary, Phil Knife, PO Box 155, Baulkham Hills, 2153.

AMRM

Editor **Allan Brown** — Managing Editor **Bob Gallagher**

Management Assistant ..... **Allan Thornley**
Typist ..... **Niki Verdich**
Photographer ..... **Graham Ball**
Illustrator ..... **Ian Thorpe**
Production Assistants. **Max Burke, Ross Hurley**
Layout ..... **John Casey, Bob Gallagher**
Distribution ..... **Trevor Moore**
Back Issues ..... **John Casey**
Subscriptions ..... **Ted Cole**
Computer Programmer ..... **Graham Davis**
Commercial Lialson Officer ..... **Graham Ahern**

REGULAR CONTRIBUTORS

Editorial Assistant (NSW) ..... **Paul Rogers, Bradley Hinton, Stuart Liversey**
Editorial Assistant (Vic) ..... **Phil Jeffery, Ian Weickhardt, Peter Gibbs**
Editorial Assistant (Tas) ..... **Michael Dix**
Editorial Assistant (Qld) ..... **Max Chaseling**
Editorial Assistant (SA) ..... **Phil Curnow**
Editorial Assistant (ANR) ..... **Hugh Williams**
Special Projects Writers ..... **Phil Collins, Philip Dunn, Ross Hurley, David Bennett, Peter Eisenhut, Bob Merchant**
Draughtsmen ..... **Roger Johnson, Dave Taylor, Ray Love, Bob Yule, Adrian Compton, Howard Armstrong, Tony Parnell, Graeme Brown, Sam Hyde, Steve McElroy, Roger Porter, Peter Mustart, Peter Zaglauer**
Cartoonist ..... **Dick Stein**

DECEMBER 1984
Issue 129, Vol.11. No.12
AT ISSN 0045-009X

The official Journal of the Southern Cross Model Railway Association (SCMRA) in Australia.

Published bi-monthly by SCR Publications of Box 4 P.O., Little Bay 2036 for the Southern Cross Model Railway Association.

All rights reserved and all editorial matter copyright.

Registered for posting as a publication — Category B. Printed by Publicity Press (NSW), 66 O'Riordan Street, Alexandria, 2015. All compilation, editorial and distribution work is carried out by voluntary labour on a non profit basis.

DISTRIBUTION: Subscriptions, SCMRA and SMRS members, hobbyshops and Associations by SCR Publications; newsagencies and bookstalls by Gordon & Gotch Limited.

CONTRIBUTIONS in the form of articles, photographs, hints, letters to the Editor, drawings or trade press releases are welcome for publication in this magazine. All items received will be acknowledged upon receipt. Please pack photographs and diagrams between stout cardboard before posting. Indicate whether photographs are to be returned and if trimming is forbidden.

SUBSCRIPTIONS: Rate (by surface mail); $15.20 per year (6 issues); Overseas $A18.50 per year. Subscriptions are limited to one year duration. All monies payable to SCR Publications at Little Bay, NSW. Subscription starts with the first available issue available one month after receipt of order. Receipt of subscription is not acknowledged unless requested and accompanied with an SSAE.

ADVERTISING: details available from SCR Publications, Box 4 PO, LITTLE BAY, NSW 2036. Phone (02) 661 4046 (evenings to 9pm only.

ADVERTISING DEADLINES: For all copy is as follows:-

February 1985 ..... 10.12.84
April 1985 ..... 13.2.85
June 1985 ..... 16.4.85
August 1985 ..... 12.6.85

This publication accepts no responsibility for the accuracy or reliability of articles or advertising contained herein, statements made or opinions expressed in papers or discussions, not do we necessarily subscribe to the views expressed or implied by contributors. Neither is any guarantee implied or expressed as to the good conduct or practise of advertisers herein. This publication reserves at all times, the right to refuse acceptance to any matter considered unsatisfactory for publication.

The Australian MODEL RAILWAY Magazine is published by SCR Publications, PO Box 235, Matraville, NSW 2036. Please address all correspondence to the Editor.

SOUTHERN CROSS MODEL RAILWAY ASSOCIATION

Secretary: Trevor Moore. **Membership Enquiries:** P.O. Box 317, EPPING, NSW 2121.

The Annual Membership Fee for SCMRA is $15.00 from March to February and the Joining Fee is $12.00. Applications must be received by the first of the odd month to meet our mailing list deadlines. For applications received between the 2nd September and the 2nd January the Annual Fee is $7.50 plus the $12.00 Joining Fee (does not include October AMRM).

Membership entitles you to participate in the activities of the Association, to receive AMRM and our regular newsheet Booster. Standards, Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the Secretary or contact the divisional representative.

Meetings are usually organised on the second Saturday of each month in New South Wales, Victoria and Queensland. For further details and location please contact the divisional representative.

DIVISIONAL REPRESENTATIVES:

New South Wales:
Trevor Moore.
Box 317 P.O.
Epping. 2121.
Ph. (02) 86 3522

Queensland:
Max Chaseling.
10 Merlin Terrace,
Kenmore. 4069.
Ph. (07) 378 4462.

Victoria
Ian Pearson,
8 Arthur Street,
Surrey Hills. 3127.
Ph (03) 898 1109

MEETINGS

New South Wales
December 8 — Running session at West Rvde
January 12 — New layout at Epping
February 16 — Combined meeting with Sydney N Gauge at Ramsgate

Victoria
December 8 — Christmas outing
January 12 — Operating session at Surrey Hills
February 9 — Excursion on railway

TRADE PRACTICES ACT 1974

The above act is now in force and contains strict regulations on advertising.

It is not possible for this company to ensure that advertisements which are published in this magazine comply with the Act and the responsibility must therefore be on the person, company or advertising agency submitting the advertisement for publication.

In case of doubt, consult your lawyers.

SCR Publications.

Australian
Model Railway Magazine

COMMENT

CHANGING INTERESTS

Modern lifestyle place many pressures on the individual and there is a high demand on available leisure time. The use of this leisure time varies according to age and responsibilities. Before marriage time is ones own, and can be manipulated according to personal requirements, but marriage and a home puts special demands on what time there is available. Chores around the house will only wait so long while you build that special model, and for a while money is very short.

The next problem faced is the kids, who in turn demand your time, especially when they commence weekend sport. Training, games, travelling, socials all dig into that precious leisure time. Often as not you want to be at home modelling instead of standing on the sidelines watching juniors' team get thrashed. (Yes, this is being written shortly after standing on a sideline for over an hour in a windy, winter temperature of 7°C.)

Then there is of course the other social aspects of life that takes a share of our spare time. Family, friends and work all take their share. We all face these problems and deal with them in our own way. There is however a never ending challenge to the hobby as a major interest, and it can easily take over.

Recently I, unknowingly at the time, faced this problem, and model railways was challenged as being my main interest. I do not believe that I could just give the hobby away, but I did lose the interest to remain active. The reason was rather simple, and many today face the same problem.

As most readers are aware AMRM has installed computers to run many of the management and production tasks. To use these machines there was a need to spend many hours learning the ins and outs of the operation — in a sense, very much like buying a new controller and learning to use it properly. The challenge of learning and successfully completing a program was very satisfying. Just as satisfying as completing a model.

Fortunately, I had the responsibility of running AMRM and all of the programs were for use in running the magazine. there was always the need to produce each issue on time, and this kept model railways in the scene. But the layout stopped running and no new modelling projects were commenced. It would have been very easy to push the models aside and forget them, for in a sense I had a new hobby.

Well, rather obviously this has not remained permanent, although I still spend a lot of time at the keyboard (and less at the control panel). But I was lucky, I had the ever present problem of running AMRM to keep me on the straight and narrow (well 4'8½" is narrower than 5'3").

But what about you, do you find other interests taking over as your major hobby. What do you do to remain true to the twin rails of steel, be they Code 55, 70, 100 or whatever.

And what about the newcomers, that are not coming into our hobby in the numbers we would all like to see. Interest in model railways is flagging. Can we do anything about it, or will the modern Hi-Tek society remove all the craft interests from the hobby field. How about sharing your experiences and thoughts with the rest of us. There is space in our mailbox for more letters and articles, so please write.

Bob Gallagher.

CONTENTS

PAGE TWELVE – Ken Belcher	Bob Gallagher	12
PAXTON	Roger Kershaw	13
SCENIC ROUTE		19
MAILBAG		20
THE DL531 IN AUSTRALIA – 3	Bob Gallagher	22
PROTOTYPE PLAN – V.R. VLX Louvre Van	P.D.Roberts	24
CLIFFORD QUARRIES PTY. LTD. – Part 2	Brian Daley	30
TRAVELLING WATER TANKS OF THE SOUTH AUSTRALIAN RAILWAYS	Phil Curnow	36
LIMA CONVERSIONS – Rectangular Water Gin	Phil Curnow	41
MODEL RAILWAY CLUBS IN AUSTRALIA – 1984 Listing		42
EXHIBITION REPORT – Ballarat 1984	Paul Richie	43
Newcastle 1984	Bob Gallagher	44
Sydney 1984	Roger Johnson	46
REVIEWS		49
AMRM NEWS		51

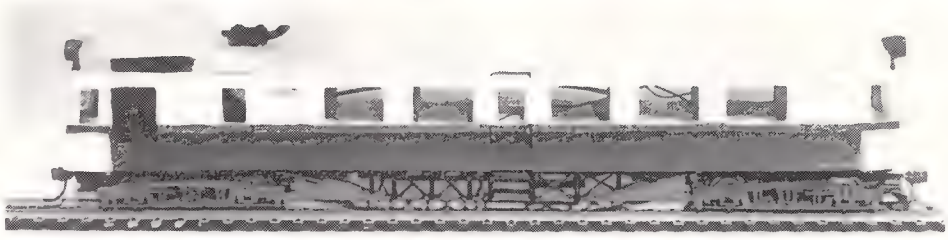
The Poverty Point and Blood Creek Railroad, the layout in the Scenics series of articles, is known for its scenery and trackwork. A feature of this large layout is the structures that detail the township areas. The above photos illustrate two structures built by different means. The top structure is in fact the front and rear of The Design Workshop's McCauleys Warehouse kit, while Gallaghers Grand Central Railway Hotel is scratch built. One can only wonder where the model builder got his inspiration for the hotel name and the boistrous figurines on the front verandah. Thankfully we have a sense of humour. Photos by Bob Gallagher.

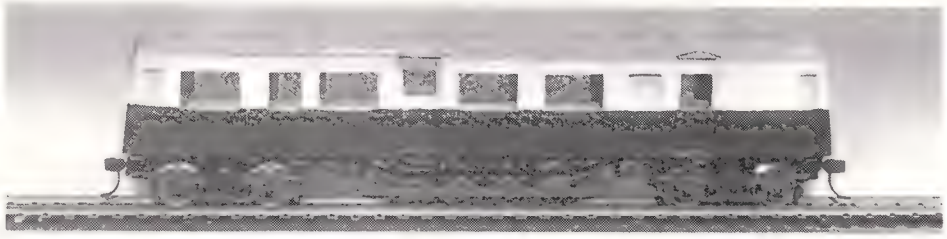
ON THE COVER

It is around this time of the year that we can often hear a recording of Bing Crosby sounding out the tune of "White Christmas". Well, you do not have to be in Australia for very long in December to visualise that a white Xmas is not really possible, in fact snow is not possible in most of the populated districts of this warm country. This, however, was not the case on the fourth of July, 1984. To quote one news broadcast " . . the residents woke up to a ground cover of snow . . .". In the East, the snow was as close to Sydney as Katoomba and as the cover photo shows, as close as Goulburn. Bob Richardson was one of the enthusiastic railway photographers up early to gather some evidence of the snow. 4804 is the locomotive and a short string of snow capped, tarped open wagons is the load, the place being North Goulburn.

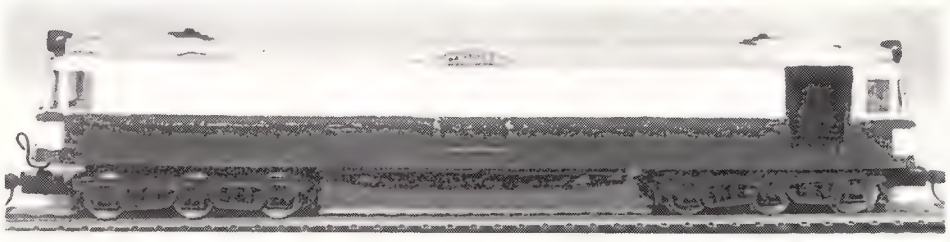
PAGE TWELVE this issue features models built by Ken Belcher. Ken, who hails from Perth, models WAGR in OO scale using plans and specifications from Westrail and powers his models with proprietary mechanisms. Photographs by Bob Gallagher.

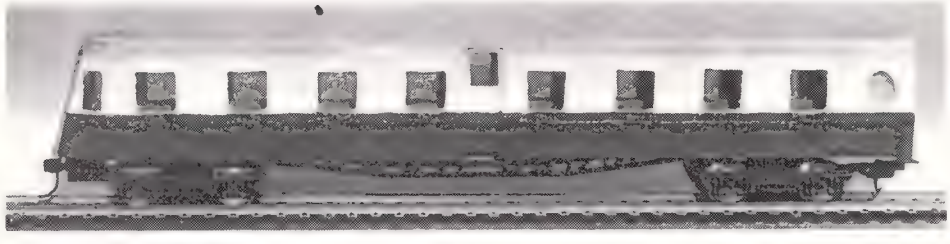
The ADE (Governor) class diesel electric locomotive and trailer were introduced on the WAGR in 1937 and were in operation to 1962. These models were scratch built using 0.040" and 0.060" flat styrene sheet. The chassis is made of Plastruct and is powered by a Lima mechanism. It is painted Brunswick green, white and scarlet (Humbrol No.60). The roof is a buff colour made by combining white and light buff (Humbrol No.7). Kadee 5s are fitted. The photos depict Class leader ADE 446 'Governor Stirling' (top) and trailer ADT 7.



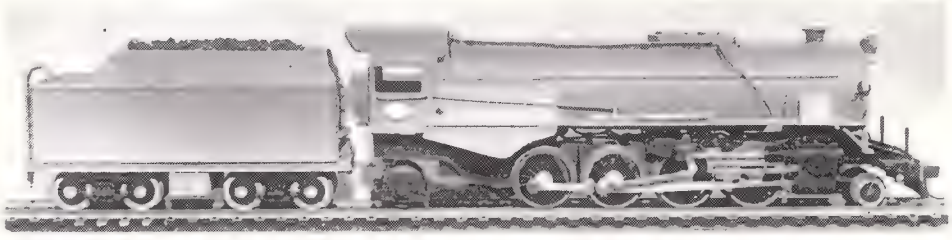


The ADF (Wildflower) class diesel electric locomotive and trailer were used mainly on the Perth-Bunbury line and were named after various West Australian wildflowers. These trains were well known as the 'Bunbury Belle' and 'Shopper'. The models were constructed from styrene sheet and Plastruct, and powered by Lima mechanisms. The photos depict 495 'Banksia' (top) and trailer ADU 584.

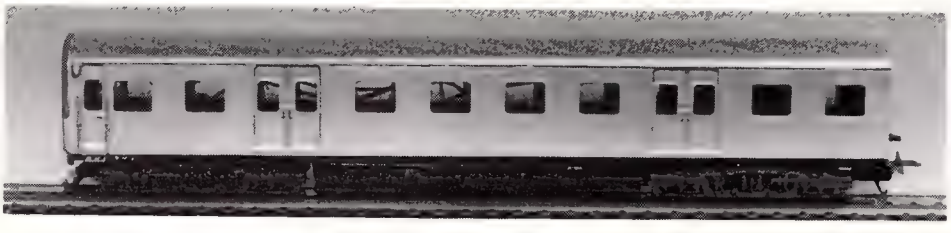


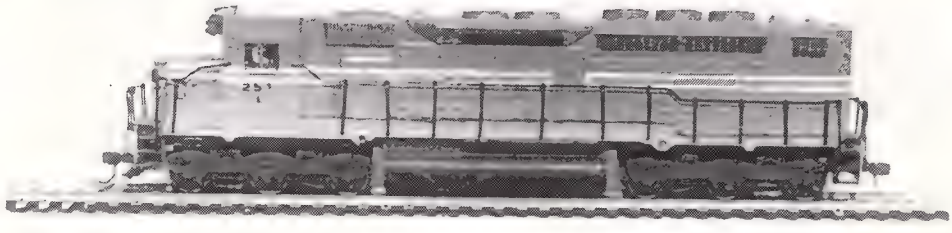


Lima models of the South African Railway electric suburban trains formed the basis for the models of the latest Westrail ADL/ADC series rail cars. The modifications included removal of the overhead gear, the lowering of existing and the addition of new windows, and the fitting of a driver's seat to the driving compartment (see photo below). The model was painted Honda Arctic Silver over the main body with Riverina Orange being used to highlight the saftey colour on the driving ends.



WAGR 2-8-2 V class under construction. It is basically a Lima Mikado chassis with a fabricated body. Styrene sheet was used for the cab and 20mm tubing for the boiler. Pipe fittings were made from brass wire and a brass ladder added to the rear of the modified tender.





An Athearn SDP 40 has been repainted as a Westrail L class diesel locomotive. Datsun Auto Spray 'Riverina Orange' was used on the body, with hand painted white and blue strips on the sides.

Paxton Signal Box and good yard. The branch enters the yard via the double slip switch. Some modellers are wary of double slips. However they are a useful way of providing flexibility for train movement in a small space, as long as you do not wish to go through at 100 mph!

PAXTON

by Roger Kershaw

Photographs by John Boddinar and Graham Ball.

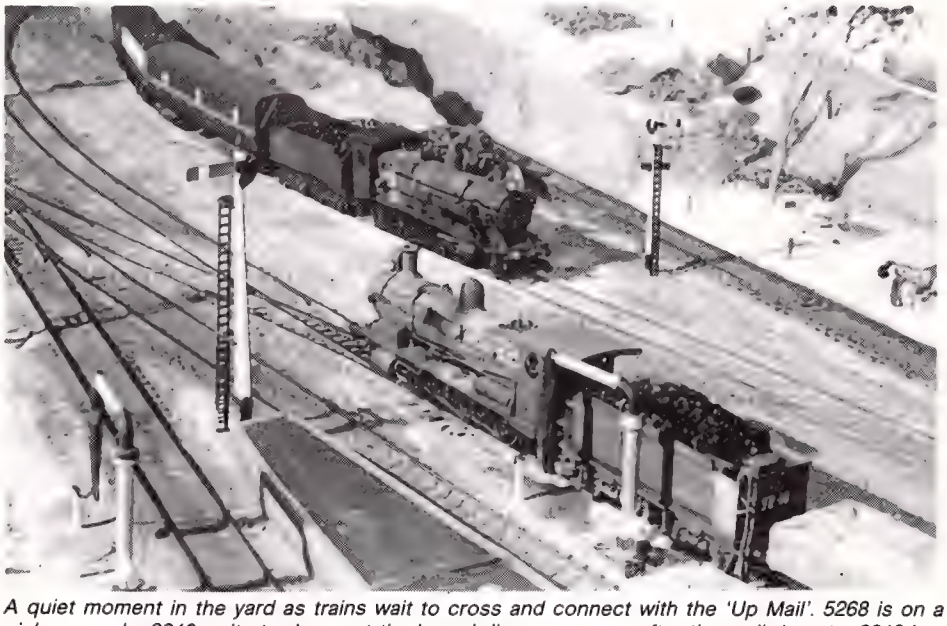
Background

Those of you who have been long-term readers of the magazine may remember an article written on 'Elrington', one of my previous layouts. Elrington has gone to that great model railway house in the sky, mainly because work-related movements have not seen large enough houses for model layouts. A move to Canberra with the availability of a large shed and the option of leaving the car out in the weather (cars are prepared for this!) meant a new layout could be attempted.

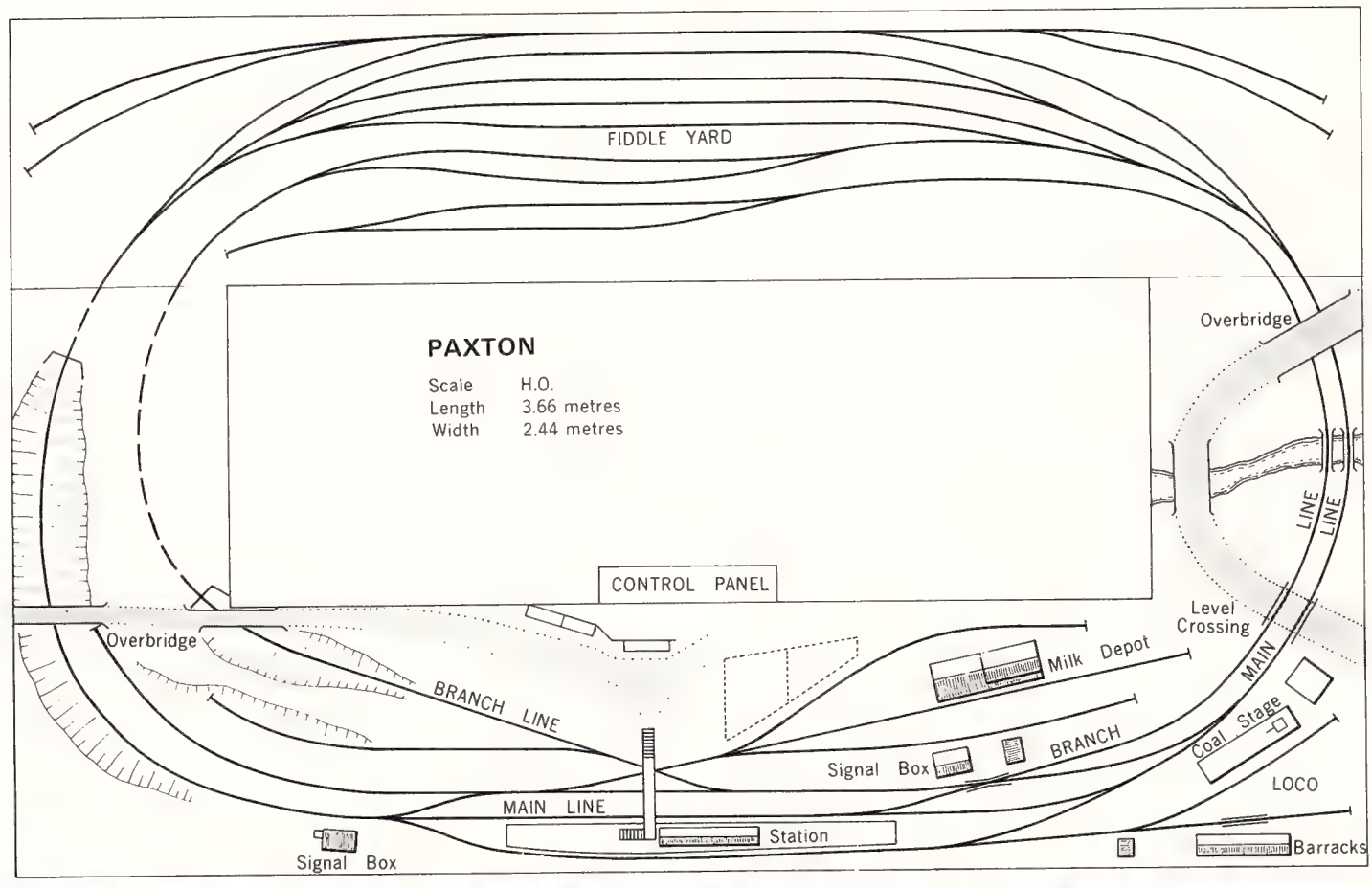
Planning

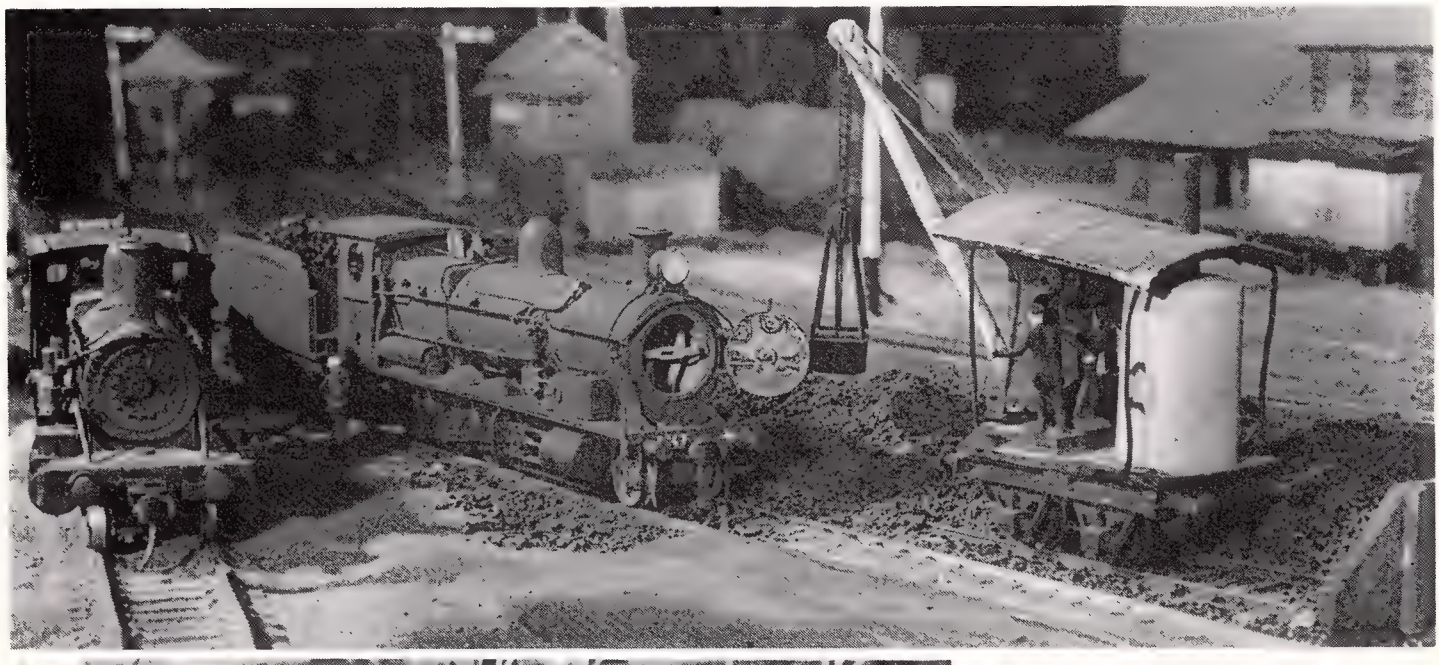
As the move to Canberra was by no means permanent (we are off again!), portability was a major planning factor if a period of destruction prior to the next move was to be avoided. Elrington was a 9' x 6' (2.7m x 1.8m) layout which hinged in the middle and bolted together and it survived two removals. However, as it folded together like a book, very little permanent scenery could survive a move. A new method was devised; the four baseboards which form the front and rear sections would be bolted together face- to-face by wooden templates, giving about 15 inches (37cm) in between. At 12' x 8' (3.6m x 2.4m), the new layout is capable of fitting into a small room or garage, or part thereof can be set up for test running etc.

Elrington was a circle around the board with two stations. All trains left and, except for crossing purposes at the back station, had to come straight back. I decided to use the exhibition method of operation, a scenicked front portion served by a storage yard at the rear. Trains would arrive and depart to 'other places'



A quiet moment in the yard as trains wait to cross and connect with the 'Up Mail'. 5268 is on a pickup goods, 3246 waits to draw out the branch line passenger after the mail departs. 3246 has been considerably modified with cut down tender and Mansfield can motor and gearbox.





5263 waits for attention to its smokebox after being recoalled. 2805 simmers quietly ready for its next shunting duty. The steam coal grab was bashed from an old wagon frame, whitemetal yard crane, lipstick case and bits of wire and galvanised iron.

3609 steams past the Up home junction signal and 'B' box. Readers of previous issues will recognise Tumulla signal box.

Above: *6008 eases up the branch line prior to reversing back to its train. The scenery components are a mixture of commercial and local bits, SARMOD water tank, PECO fencing, lichen and trees made from the seed stalks of a garden plant (name unknown!).*

Left: *A general view across the yard looking towards the low relief backdrop. The shops are built from stripwood and are about 50mm (2 inches) deep. With a couple of trees in front considerable depth is added to the scene.*

and some operation would be possible at the front station. Muswellbrook was used as the prototype. It has a large variety of through traffic, its own colliery, a branchline junction and a small loco depot. In line with my previous policy, the new layout was named after one of the collieries in the Cessnock coalfields. Paxton seemed a good follow on to Elrington.

Baseboards and Construction

Caneite on dressed 2" x 1" (50mm x 25mm) pine was used for the baseboards. 2" x 1" (50mm x 25mm) dressed pine rectangular forms, attached to the baseboard by door hinges and braced with bolted timber pieces, holds the whole thing up. Two 6' x 2' (1.8m x 0.6m) boards bolted together, each form the front and rear of the layout. These are connected at each end by boards of 3' x 2' (0.9m x 0.6m) dimensions. Each large board has a folding leg attached at its outer end and a braced centre leg is attached on assembly.

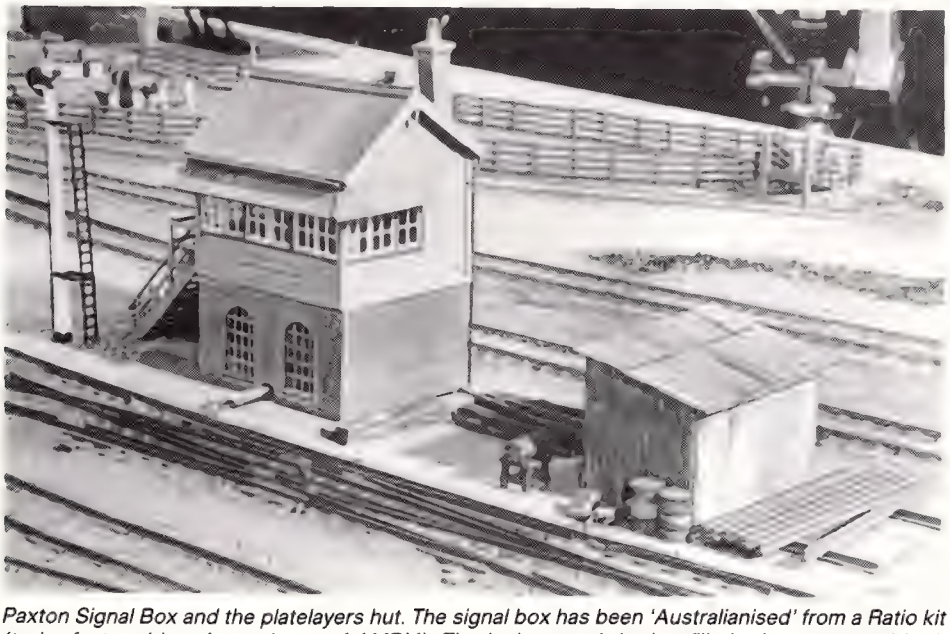
A single line connects the two yards at either end and 30" (75cm) radius curves were laid to achieve this. I tried a different method of achieving that nice 'cant' on the curves. The flexible track was drilled and pinned to the cork underlay to achieve correct curve alignment. However, it was loosely pinned and allowed to float vertically. The outer edges were then propped up by pieces of scrap plastic with the odd sleeper pinned on the inside to hold the inner edge of the curve down. I found that new track, if held loosely, will find its own level without bumps and kinks. Looking along the outer rail and making adjustments as neces-

Above Left: *The cows contemplate their fate as a passenger waves to the photographer. Scenery items include a Berg's station with cut down awnings, a Kibri footbridge, hedges and bushes made from a pot scrubber, and the stock yard utilizes Peco flexible fencing.*

Left: *Crew barracks and sheds at Paxton loco. The barracks were based on the station building at Wimbleton, NSW and constructed out of stripwood, and plastic windows and doors.*

Paxton loco. Branchliner 3088T and shunter 2805 sit side by side. The oil drums in the open and the old SRC wagon body indicate that a loco shed is badly needed.

The milk depot. This Kibri kit has had galvanized iron added to the top roof and the loft deleted. By small changes like this, a European building can be made to more closely approximate an Australian one.



Paxton Signal Box and the platelayers hut. The signal box has been 'Australianised' from a Ratio kit (to be featured in a future issue of AMRM). The junk around the hut fills in the scene and both buildings conveniently hide point motors.

sary will ensure a smooth transition from flat to tilted tracks. If the transition is too short and steep, longer wheelbase vehicles tend to lift wheels and derail. Once satisfied with the track position, dry ballast was poured on and trimmed with a 1" (25mm) brush, then wetted with a hand spray and 50% Aquadhere and water applied. After two days all the pins were removed. The trains leaning into the curve makes this effort well worthwhile. The track was laid over all baseboard joints and cut in situ (I purchased a Dremel tool after this job!). This allowed for smooth rail joints at the baseboard edges, however, as a result of temperature/ humidity changes in an unlined shed, some movement occurs due to baseboard expansion and contraction. When the layout is next re- assembled, I will install sliding fishplates on all the curved joints, as they appear the most affected.

Points are Shinohara and Peco with H&M and Peco point motors. My only comment, after much fiddling and adjusting points for travel, locking, suiting fine scale wheels etc., is that there must be a better way for those of us who do not wish to build our own pointwork!

Locomotives

The loco roster is brass steam with the exception of an Electrotren 2-4-0 which has become an F class. No engines have retained their 'gold' look, although in my previous article I reported that my wife preferred them that way! The original early 70s Bergs trio have worn out their motors (and much of the nickel silver coating on their drivers!). All have now been updated by the provision of various can motors and enclosed gearboxes. With a bit of detail modification, they have come close to the latest high standards being achieved with brass engines.

To indicate that this is no backward-looking railway in the loco field two diesels have been tried — a Lima 44 and a Hobbytown 40 class conversion. The article on this conversion was published in AMRM years ago. There were as many cuts to the six wheeled bogies as there were to build an AB90 Dining Car from a Lima 12 wheeler, nonetheless it was an enjoyable project! Although the 40 class had flywheel smooth power and could pull everything out of the yard, including the goods shed, the loco

3513 eases up to the water column in Paxton loop with a stock train. This engine has been chemically blackened with some light water colour weathering added.

supervisor had no heart for these new-fangled devices. They have been banished to less discerning railways!

Rollingstock

Rollingstock has been built up over the years and is composed of a variety of brands and conversions. Passenger trains are restricted to the shorter cars, a six car CUB set, dogboxes and suburban open enders. I find they tend to look better on the fairly tight curves and give more train for a length of track. I have a train of Lima 12 wheelers because I am very impressed with their standard of detail, however I only get to see them run on larger layouts, when visiting.

Goods wagons have been built and improved over the years, with all now rolling on metal wheels. As the newer kits have come onto the market, the older wagons have been converted. The old slab- sided K wagons, for instance, have been converted to UT by the addition of Plastruct 'I' beam on the top or covered with tarpaulins. It is pleasing to see that not all of the new kits are modern image and I can only applaud the efforts of the manufacturers of the current crop of rollingstock kits available.

Weathering

All locos, rollingstock and structures have been weathered. I find weathering a good way to personalise my trains, as the only scratchbuilding tasks I embark upon are various buildings and structures required on the layout. The water colour and brush method has been used to daub streaks, patches and general grime. The Pelikan Plaka series of bottled water colours available from stationery shops gives good results. The important point to remember is that washes of various tones with the occasional contrasting streak or patch gives the best results. I have recently started using an airbrush and this can be used to good effect to give an overall fill in grime coat on previously hand brushed models.

Operations

Silent loco mechanisms, better-looking stock and clattering metal wheels give a new aura to operations these days. The principal controller is still a Millholme Models transistor throttle purchased years ago and it gives very good control in both inertia and straight modes. Trains run through the stations to a sequence programme rather than a timetable, as I do not yet have a hot clock. Most trains

Text continued on page 22.

Colour photographs of Paxton overpage.

A general view of the station and yards. The tracks to the left of the main line are; the shunting neck, branch line siding and, disappearing into the cutting, the colliery branch.

PAXTON IN COLOUR

Above: *3609 shunts the cars from the 'Coalfields Express' into the siding after completion of its overnight run. The CUB set which comprises the train is handy on a small layout as loco and six cars form a very short train. An item of interest is the signal box which will feature in a future article in AMRM.*

Below: *The coal grab does a bit of housekeeping while the engineman attends to the smokebox of 5263. In the foreground, 2805 waits for a fire to be lit in the boiler. Colour photography by Graham Ball*

SCENIC ROUTE

SCENIC ROUTE this issue illustrates scenes from two layouts, one of which will be new to many readers of AMRM.

Top: *Perrin's trinkle roller mill is an important revenue generating plant for the Vulcan Vale Narrow Gauge Railway. It is not the intention of these notes to reveal all about this structure or the railway; that will be done in 1985 when AMRM will feature Rick Richardson's Vulcan Vale layout. Suffice to say the structure is ¼" scale and the photographer was Graham Ball. If this whets your appetite, place your order for future AMRMs now!*

Below: *An old favourite at many exhibitions — Menangle, by the Model Workshop Group. This scene, captured on film by Jack Parker, illustrates a 48 class at the head of a string of four wheelers traversing the bridge over the Nepean River. The scenery is of the hard shell type. The river bed was formed on a timber base, detailed and then an epoxy mix poured. This was then topped off with a matte plastic, blending the water into the river banks.*

MAILBAG

Dear Sir,

Although I have been a keen reader of AMRM since 1975 I have finally been moved to write to you by the letter from Gordon Tindall in the August issue.

My freelance layout is built on just such doors as Gordon describes, and I can assure him that I have found them most satisfactory. As he says, they require minimal support and I have had no problems with warping etc, although my layout is five years old and has also recently survived a move from N.S.W. to Tasmania. There are a few points regarding their use that I think are worth noting. The noise insulation is not good if track is laid directly on the door, but with cork underlay is quite acceptable — the hollows inside seem to create an echo effect if underlay is not used. I do not know how they would be if you are the kind of modeller who uses kilos of plaster in your scenery and winds up with a layout weighing half a tonne. Personally, I find styrofoam and good old fashioned newspaper and wallpaper paste (do **not** use flour and water — it goes mouldy!) can produce all the hills, mountains etc. that I require. It may take a week to dry but I finish up with a light and strong baseboard that I can carry on my own if necessary.

Another scenic tip I discovered by accident some time ago; is the use of old terry toweling car seat covers for 'grass'. When the covers in my car, which had started out as a sort of tan/beige colour had worn past their best and the sun had faded them considerably, I found them excellent as ground cover, stuck down with diluted PVA, the 'stretch' allows the material to follow almost any contour without wrinkling.

To all impecunious modellers like myself (brass? What is brass, I've never been able to afford to see it, let alone buy it!), I would say look around at what you have; it's amazing what you can do with common materials with a little thought, and still produce a satisfactory result. While on the subject of poverty, how would a competition for the best layout made with the least money go?

Congratulations on a fine magazine, but could you get it down to Tasmania a bit nearer the beginning of the month than the 17th?

Ken Catt,
Karoola. 7254.

Sir,

I would like to thank you for an excellent publication. I would also like to know if you could do an article on the BL class diesels and the Bluebird railcars of Australian National. Keep up the good work.

Paul Nitz,
Port Pirie. 5540.

While both classes mentioned will no doubt receive some coverage in the future there is nothing planned for the immediate future.

Sir,

I write in reference to the problem being discussed in recent issues of AMRM on scale and gauge. I include a few photographs and the following information for your interest. You can see from the photographs, that for the modellers of this prototype, there can be possible problems with true gauge, no matter what the scale.

This steam monorail loco is one of four built in 1909 by Orenstein and Koppel of Berlin to operate the Patalia State Monorail Tramway in India. The system was first opened in 1907, by a Col. Bowles, a young engineer with a British firm, who was then working on the Bengal — Nagpur Railway construction at Kaharagpur. Prior to the purchase of the locomotives, the 15 mile tramway was built on the Ewing system, with 95% of the weight borne by the rail, and each vehicle of the train being kept upright by a single large iron wheel running along a pathway beside the rail. The tramway operated until 1927.

The locomotive has been restored to operation, and hauls the restored inspection car of Col. Bowles, with wooden seats in lieu of the original cane chairs, around the beautifully presented Rail Transport Museum in New Delhi.

References are the Museum guide, and The Illustrated Weekly of India, January 13, 1980.

By the way, how would the wheel arrangement be annotated, with one rail wheel on each three axles, and one road wheel?

This could inspire a really unique model, with no gauge problems, and as it is still operational today, it will fit a layout of almost any era!.

Greg Edwards,
Port Macquarie. 2444.

Sir,

Why can't we have cheaper locomotives?

To date (21 September) I have received twenty five individual replies and one from a model railway club re my letter August AMRM Mailbag.

I think I've asked a reasonable question — why not a cheaper loco. After all, there are a lot of modellers about who have only recently decided to model Australian prototype. Despite what people have been writing over the past few years, there is a market, the sales of Lima and Trax ready-to-run would, I think, disprove the 'limited market' concept. I am fully aware of the costs involved in tooling up for a new product, but, and I would like to see a reply in AMRM to this question — what would it cost a manufacturer to produce (for example) a thousand body only kits (to fit on a commercial chassis) to come up with a NSW Z18 0-6-0. I am sure that a kit of this type would sell well, and if it fits on a Mainline chassis you'll end up with a good running loco.

I was reading through some back issues of AMRM that I managed to obtain cheaply, and chanced to come across a letter in issue 125, which concerned V.R. DERMs. The writer mentioned feedback from Broad Gauge Models saying it was possible to produce a plastic DERM for around $80. I can't see why a plastic DERM wouldn't sell, after all VR had more than one, some people may wish to have two or three, and a plastic model could be readily converted to a souped-up DERM. Who has the courage to alter a brass model.

There must be a lot of extremely rich people in our hobby, all those brass models that flooded the market seem to have been sold, some even before the model has arrived in the country. Everyone who has written me has mentioned a favourite loco, released in brass, that they missed out on because they cant afford it. What about students, people with families, children and people with a low income? These people cannot justify a luxury purchase, and that's what any modelling purchase is.

The Trax 48 class will be an indication of the market for a cheap plastic loco. If it sells like hotcakes, and I am sure it will if the MHG sales are any indication, what more proof do people need of a firm market. The Trax people believe there is a market, otherwise they wouldn't commit money toward the project. One final message to the manufacturers, and I speak for plenty of other modellers, "we want cheaper locomotives!".

David Brown,
Melbourne. 3000.

While we at AMRM are keen to see this debate continue, and hopefuly bear fruit, there a few points in Davids submisions that are either inaccurate or not to the point. It is not possible to address the results of brass locomotive sales with the potential sales of plastic models. They are two different markets. It is also important to note that not all brass models have sold out, even years after release. Some were only in a run of 100, but still they are on the shelf.

Manufacturing a plastic body to fit an existing mechanism is not as straight forward as it reads. Lima have found this out with some of their models. The problem is usually in the method of mounting body to underframe. This problem is amplified if the body manufacturer is not the manufacturer of the underframe.

The use of the NSWR Z18 as an example is questionable. Not only is there a lack of a suitable underframe on the market, but the Z18 has not proved to be very popular (in relation with other models) when released in kit form.

Now for some prices! We consulted a couple of the local manufacturers and came up with the following prices, all based on a NSWR Z18 class type loco, and assuming that a Mainline type chassis was available and the manufacturer was willing to make it available. The estimation is on a run 1,000 units being made in Australia, and does not include any painting/decaling application.

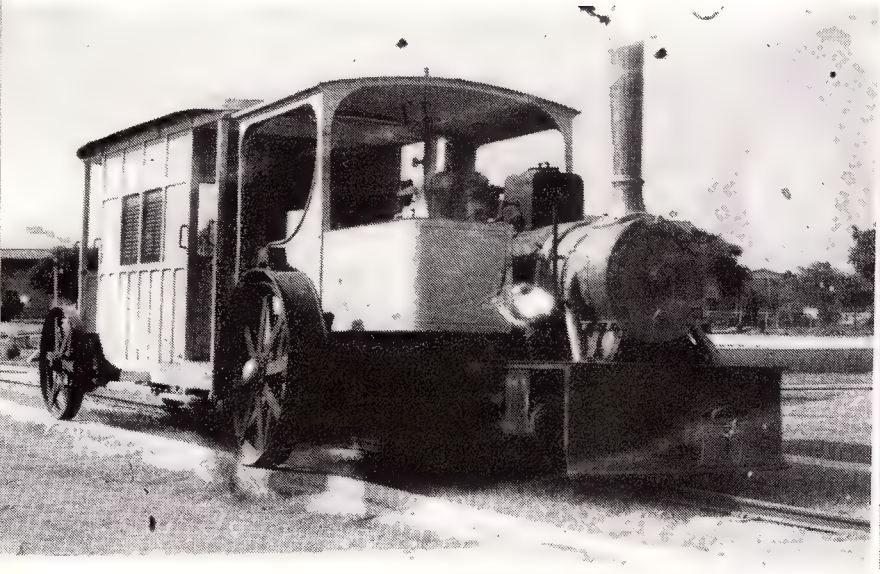
Tool costing — $20,000.00. Production costing — $550.00. Mechanism and assembly plus packaging — $9,900.00.

So far a total of $30,450.00, a unit price of $30.45!

Add to this the entrepreneur's costs (which includes interest on monies borrowed) and profit margin, wholesalers margin, sales tax (20% on wholesale price) and shopkeepers margin and we end up with a unit price of $155.92.

If the production run was doubled the end price would be $78.42. But then 2000 would have to be sold to a market which on the outside could only number 4,000-5,000.

As a further guidance, Trax Model Products advised that the tooling costs for a NSW C36 was three times that of the 48. This does not indicate that the C36 would only be three times the price of the 48, but



Steam traction for the monorail tramway of the Patalia State Monorail Tramway in India — see letter from Greg Edwards.

more, for the ongoing costs/percentages are applied to the initial investment.
Hopefully these figures will help with the debate
— Bob Gallagher, Managing Editor, AMRM.

Sir,

I recently returned from a trip to South Africa, and apart from photographing some prototype steam in operation, I managed to find a few things which may be of interest to Australian modellers. There is an excellent model railway shop at Johannesburg (Model Train Exchange, PO Box 35275, Northcliff 2115, South Africa — manager Mr. Sean Shaw) where I found several HO scale, 16.5mm gauge loco kits of South African prototypes, produced by DJH in England on commission. The kits have etched brass and nickel silver chassis, white metal superstructures, motor and wheels and lack only paint, glue and solder. They are of a very high standard indeed.

First, at R320, is the GMA/M Garratt. This is a 4-8-2 + 4-8-2 type, with 4'6" drivers and has definite possibilities for being built to a likeness of the QGR Garratts, and even the NSWR AD60.

Second, at R295, is the GCA Garratt, a 2-6-2 + 2-6-2 type with 3'6" drivers. This is very similar to the TGR L class and has definite possibilies for the WAGR garratts.

Third, at R240, is the 19D, a 4-8-2 with 4'6" drivers. This is a very attractive loco and many of the class can still be seen in steam. It is reminiscent of the WAGR Mountains, and would certainly look good 'as-is' on most Australian layouts.

Finally. at R115, is the GJ, a 4-6-0 with 4'6" drivers. I bought one of these for my 1920 era NSWGR layout, it resembles the (O)446/Z23 class before rebuilding, but I will build it 'stock' as a souvenir. The South African Rand at present is worth about $A 0.74 (check the latest rate) so these kits are worth looking into,

Any visitor to Johannesburg should visit the museum in the basement of the central railway station. among other items there is a superb display of O scale locos and rolling stock, most of which was provided by prototype loco builders as pre-production samples.

Unfortunately I missed the SARMOD exhibition which looked very promising. The South African modellers are organising the publication of their own magazine at present, and I hope they aspire to the high standard you set.

Andrew Parsons,
Rockingham. 6168.

Sir,

I would refer you to Ken Dunkley's comment in the August issue entitled 'Reservations' and in particular to the statement "What's the use of spending two years on a project and then have people think you bought it. Where was the reflected glory?" Ken asked "should a few prototypes be reserved for the scratch builder?".

I don't think it is merely a question of 'reserving a few prototypes' but surely the question, if that is the way one wants to look at the hobby, which prototype is not likely to be chosen to be mass produced. I would like to suggest that if the 1924 locomotive classification is used then why not make a locomotive within the following classes 11, 15, 16, 21, 22, 28 and 29.

The true test of a model locomotive is surely not 'Reflected Glory' but that it is a model of the original locomotive. I am sure all your readers are well aware through your 'reviews' that the brass models from Japan and Korea are not always as good a model as the importers would have us believe. In addition over the years that a locomotive was in service there were many modifications or variations involved. Take for example the NSWR C36 class locomotive. In addition to the class being reboilered with the Belpair fireboxes the last fifteen of the class had smaller spoked wheels, four were painted blue, for the 1927 Royal Train, many were painted green, 3608 and 3609 carried names, 3673 had smoke deflectors and 3616 was fitted with a Giesel Ejector. If one builds a model of a 36 as running in a particular year then the model will stand out by itself amongst other imports as that particular model has the personalised stamp of the proud owner/builder.

Neil. R. Cram,
Penrith. 2750.

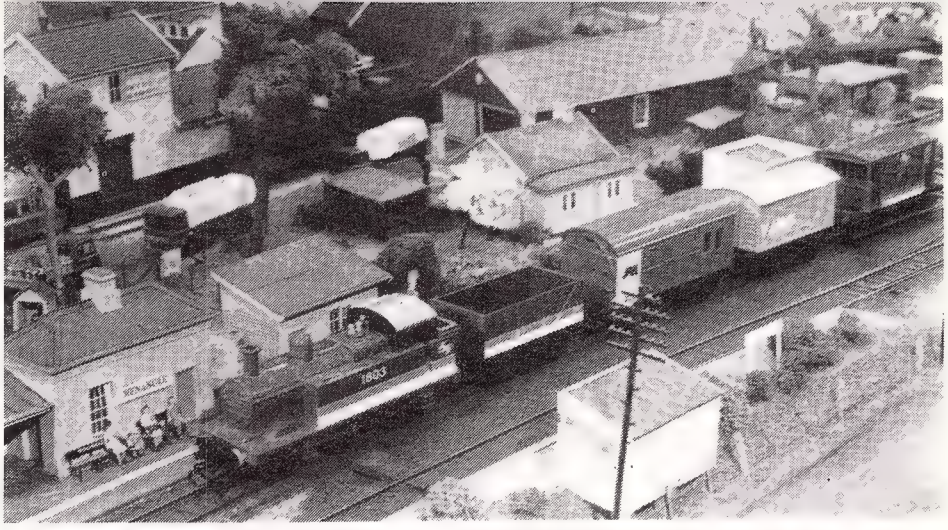
Sir,

I would like to thank the AMRM team for an interesting and informative publication on model railways.

Also I would like to know what is the best and most effective way to make gum trees for my Victorian HO layout and the most effective way to make long grass often seen along the roadside and railside in Victoria?

I would be very grateful if you could answer the two questions I have put to you.

Andrew North,
Glen Waverley, 3150.



The power of the press — it is amazing what can be generated from a letter or two in Mailbag. The correspondence re the NSW SRA candy stripe livery inspired a few 'Mexicans' to build up a modern image train and run it on specific occasions. Here 1803, complete with candy stripe livery pulls the special train out of Menangle. The train was on hire to R.Cooke and Co., and so was called the "Bob Cooke Special".

Sir,

Before I diversify into comment on a number of matters, I would first like to ask for some reader assistance. I was recently comparing my newly acquired brass HO Z17 class loco with my other earlier purchase, the Dubbs Z12 class with the Baldwin bogie tender.

To my wonderment, I found that the Baldwin bogie tender looked most pleasing running as tender unit behind the Z17 and the Z17 six wheel tender looked just as good as tender unit behind the Z12. This brings me to the question: did the Baldwin bogie tender ever grace the Z17 class at any time or did an exchange of tenders between the Z17 and Z12 ever occur in reality? Maybe a retired railwayman reader who worked the Werris Creek and Narrabri Regions could answer this question, or perhaps someone else in the know. If so, I would appreciate hearing from them through letters to the Mailbag section of this magazine. I would like to know the running numbers of the Z17 and Z12 locos involved if tender units were varied from the normal situation.

I would also like to hear from readers having the knowledge as to: (a) whether loco 1710 actually had an extended smokebox fitted (Data Sheet mentions that it did) and if so, in what year approximately did the loco receive this particular alteration; (b) whether CPH railcars ever towed at any time vans SHG, BHG, PHG or EHO or any other interesting vehicle whilst in service on the Railways of New South Wales; and (c) can anyone throw some definite light on the various colour schemes which adorned C30T locos whilst in service? A common view held by some modellers and enthusiasts is that loco 3028 was for a number of years presented in blue livery with black cab roof and smokebox together with straw lining on the bands of the boiler barrel, whilst both locos 3142 and 3144 were liveried in green during the late 1960s. Other than these too few exceptions, it would seem that the C30T class spent their entire working lives wearing standard loco black occasionally lined in red, either on the runningboard sides or adorning the boiler bands or both.

It was interesting to find this year that the Sydney Model Railway Exhibition was held at Liverpool. Normally I wouldn't go out that way without considering whether to take along a couple of scatter guns or not, because of the severe turkey problem which pervades 'Westieland'. All jokes aside, with some reservations, decentralisation of the Sydney October long weekend pleasure activities is a good idea. Nevertheless, I have to eat my words this year as the Sydney Model Railway Exhibition held out in Westieland could only be described as nothing short of being fantastic, including the venue, the likes of which I have not seen anywhere else in Sydney. There was so much NSW modelling on display that it was all too much for the blatently biased bigot. I even had the opportunity of exchanging greetings with Mr Seyong Lee of Samhongsa, Korea, who came over for a short visit and it was indeed good to see him there for the occasion. It was truly an international exhibition. All layouts were superb and I express my gratitude to all exhibitors and the boys of AMRA for the work that went into making the exhibition so pleasing. I also enjoyed very much the display put on by the visiting Victorians, who had the use of the Menangle layout for the running of their engines and rollingstock. Again it was all too much and I am prepared to forgive the sacrilege.

As for the little HO pommy tank engine done in 'lollipop' livery for my edification at the exhibition, let me advise that several Voodoo dolls (in lollipop outfits) are currently being prepared in respect of the persons (various) concerned. So, if the next issue of AMRM doesn't appear readers should not unduly concern themselves!

Whilst on the subject of unnecessary, revolting, rawkish and expensive loco colour schemes, and having ordered a brass 81 class from Classic Models, I have been advised by Mr Joe Casula that arrangements have been made (and I didn't have to ask) for my 81 class model to be delivered in the original colour scheme. Rah rah Joe!! It's good to know that I will have the only 81 class in the world with the truly correct colour scheme. It will be worth heaps. After all, who wants to ruin an expensive, well detailed scale brass replica by following someone else's nightmare colour scheme. For sure, not me! There I go again, I must try to contain myself. Oh, how it hurts to visit Central these days!

(Has Bob stopped to consider that the original colour scheme for the 81 is the lollipop livery? — Editor)

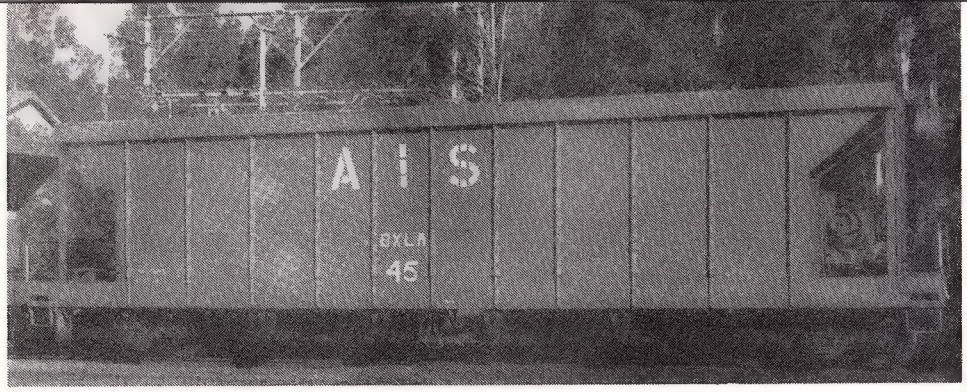
I again made my now annual pilgrimage to the Bowral Model Railway Exhibition organised by the Berrima District Model Railway Club. Like last year, I found this particular exhibition to be very enjoyable and I would like to thank club member, Graham Cheal, for his enthusiastic showing of what NSW modelling has to offer. He left no stone unturned and no NSW brass loco unrun. These Berrima blokes are a keen and likeable bunch and I will continue to visit their great little railway exhibition as an annual event.

In a more serious vein, in seeing out 1984, the year of expected big developments, I am still of the opinion that both the Republics of China and South Africa have something that our railways have not begun to realise, as both of these countries have still got steam locomotives providing motive power on their rail systems after having tried diesels. In fact, the Chinese actually built quite a number of modern era steam locos during 1984 which have excelled in service.

Why can't we in Australia 'step up to steam' as China has done and get our coal miners and railwaymen on the move?!!

I well remember that our railways prospered when 'steam' was king, since there was plenty of job interest and enthusiasm which seemed to stem from steam operations.

In my opinion this country (Australia) is always late in catching on or up to overseas innovations as we appear to be still absorbed in following the demise of the American (US) railway system, closing down branchlines, curtailing services etc. What's more, I still can't believe that since the end of last year (1983), we have replaced part of our passenger railway system with 'buses' in the country areas of NSW. Tell me, isn't it just possible that one might prefer to travel by railmotor or train? I'm not ever forgetting what happened to our superb and beautiful Sydney Electric Tramway System, again through the onslaught of 'the bus'. I dare not comment any fur-



AIS coal hopper.

ther in this regard, as this magazine should not be used to vent political feelings, as our hobby bridges such things on the basis of a common non-political and non-sectarian interest. However, it is indeed hard as a railway enthusiast not to feel disappointment, disillusionment and disagreement with such happenings. The other view is that, perhaps being interested in railways and railway modelling, we sometimes become victims of the nostalgia of the past. This could possibly explain why I have always hated so-called 'progress'.

To finish on a happier note, happy Christmas to AMRM staff and to all fellow AMRM readers and to my friends in the hobby.

Bob Cooke,
Seaforth, 2092.

Sir,

My letter refers to Max Burke's prototype/modelling article on Dairy Farmers' milk tankers which appeared in the January/February 1979 issue of this magazine.

In that article Max suggested dates for the introduction of the BMT cars 1 — 17. Since its publication, some research has brought to light the information shown in the attached table. I trust that it will be of interest to readers.

I would be most interested to hear from any reader who know the NSWGR registration numbers for these tankers.

Dairy Farmer's BMT Milk Tankers

Introduction as noted in N.S.W.R. Weekly Notices.

Car Nos.	W/N Reference
BMT 1	40/1934; p.17
BMT 2 & 3	47/1935; p.23
BMT 4 — 7	20
1937; p19	
BMT 8 & 9	34/1938; p.17
BMT 10 & 11	35/1938; p.18

Paul Rogers,
Canberra. 2601.

Sir,

Might I suggest to any readers who are contemplating a visit to the United Kingdom that if at all possible they include on their list a visit to The Pendon Museum of Miniature Landscape and Transport which is located at Long Wittenham near Abingdon, Oxfordshire (Nearest British Rail station is Didcot — home of the Great Western Society). The Pendon museum has on display three OO layouts of which the one under construction is alone well worth the visit. This layout has been featured in the model press and has been under construction for 30 years and is not expected to be completed for another 20 years. Whilst talking to the main creator of the layout he advised that he had taken 6500 hours to complete an area of two feet square. This layout is an example of Three D Art. One can easily recognise the different types of flowers and vegetables growing in the garden and the detail goes down to the extent of a Robin sitting on a spade which is standing in the garden of one of the cottages.

Neil R. Cram,
Penrith. 2750.

Sir,

I have been very interested in the correspondence re using doors for layout baseboards. I have used them for some time and write now to share my experiences.

I found that all my talents were needed to design the layout around the hinge attachment points and the handle. This was a real challenge. The biggest problem however was the children. No matter how often I asked, they would not stop running when near the layout. In this instance the models just fell off the rails. I finally gave up using the layout when the eldest ran through the door, knocking most of the scenery off. It was then I realised that the hinges had to be removed, and that the door was not still being utilised as a draught stopper.

B. A. C. Door,
Sydney. 2000.

Sir,

The lettering of the model of the Australian Iron and Steel's bogie coal wagon, by Trax Models, is very inaccurate. Australian Iron and Steel have lettered the wagon as AIS and I refer readers to the photograph on page 84 of the book 'Railway Freight Wagons in New South Wales 1982' by John Beckhaus. (A photograph of the wagon is also illustrated with this letter — Editor.)

The photo also shows the wagons number under the letter I and now the vehicle's classification has been painted above the number.

Both types of coal wagons of AIS are classed as BLXA.

If the photos of the model and the actual wagon are examined readers will note some differences in the hopper construction.

J. Costigan,
Dapto. 2530.

Sir,

Thank you for the best railway magazine out. It has everything for the Australian modeller in the way of information and resources. I am a 17 year old and have been active in the hobby for a number of years. About two years ago I decided to model Queensland Railways in N scale. One problem existed — obtaining Queensland models. Anyone can have American or European, but Australian, and especially Queensland, railways mounted a special challenge. There are very few, if any, Queensland models around. Some American models can be kitbashed, such as Bachman GE U36B Diesel, which makes an excellent Queensland loco. Occasionally a European model may be used but suitable models are few and far between.

Slowly but surely the Australian market is turning out good models and we have yet to see what they will have in a few years' time.

A. Webb,
Brisbane, 4122.

Sir,

The recently introduced V/Line logo of the Victorian Railways seems to be of interest to various members of our modelling fraternity and AMRM readers.

On 5 August 1984, I was travelling along the City-Thorneside line on one of the electric trains when we stopped at Vulture Street Station where the interstate goods line from NSW terminates. On most of the sidings were Victorian wagons with the new logo being sported. Just to let Southern Rail fans know that railfans up in Queensland don't sit by the way with their Fourex stubbies and watch the modelling world pass by.

Queensland rail has also just recently given Brisbane Central Station a huge facelift. The old stonework on the exterior of the building has been cleaned extensively. The interior, however, has been redecorated and has an entirely modern look. Automated ticket machines, a bar room, gift shops etc. and glass stained windows depicting Aboriginal Dreamtime legends are also part of the 'New Look Central Station'.

Queensland Rail has also been promoting its new look with television advertising. 'City Train', 'Freight Train' and 'Travel Train' are part of QR's new image.

Hoping this is of some interest to AMRM. I thought that it might be of some help to the ever-busy staff of AMRM.

G.B. Clelland,
Oxley, 4075.

Sir,

As a long time railway and model railway enthusiast who derives a great deal of pleasure from your magazine, I felt that it was time to give you a "pat on the back"!!

Please do not take too much notice of your critics! I think the magazine is first class, with a wide range of interesting topics over the whole sphere of

Continued on page 48.

The DL531 in Australia

Continuing the story of the Goodwin Alco DL531 locomotive.
Part One found in the February 1984 issue covered the NSW 48 class, Part Two, to be found in the August 1984 issue covered the SAR/TGR 830 class. This issue we look again at the NSW SRA 48 class.

Part 3 of the DL531 story was to have covered the units of the Silverton system. However a livery change, and the unavailability of good photographs of the new livery meant a delay in this part of the story. As some additional information on the 48 class has come to hand, Bob Gallagher presents a short addendum to Part One.

There is little doubt that the DL531 story will, for a long time, be known as the best prototype article produced by AMRM. The series on Australia's smallest main line diesel was in the preparation stages for many months, and a large number of enthusiasts were consulted on the subject, the objective being to obtain a complete coverage. Despite this, we were unable to obtain, in the time available, the details and photographs necessary to fully illustrate the many liveries of the 48 class.

This short addendum presents five more photographs of the 48 class, as it happens, three in colour. These photographs represent the 48 class as originally painted, the extended exhaust stack version (4842), another exhaust stack version and another view of 4836, the unit painted green for the NSWR 125 years of rail service celebration. Finally we compare a 48 to an English locomotive.

The most common livery of the 48 class, to date, was the original Indian Red and Chrome lining colour scheme. This livery varied in tones depending on the length of time the loco had

PAXTON

Continued from page 17.

stop for water, to set down or pick up passengers or exchange wagons. A pick-up goods is rostered and this provides a lot of shunting at Paxton. Most through passenger services connect with the branch mixed and a 30T provides the power for these. Once the two non- air coal trains have been completed, traffic to and from the colliery will commence and this will add to the traffic variety. All this allows for a fair amount of work at Paxton station and stretches the short distances around the layout.

Conclusions

After many years of living in houses where layouts were not possible, it is good to be able to operate again. There is no doubt that the last thirteen years of my re-association with the hobby has seen many changes for the better as far as availability and improvement in standards of equipment are concerned. I hope it continues, as I get a great deal of pleasure from the hobby and from associating with fellow enthusiasts. ■

been in service. The photo of 48136 at Enfield represents the clean look of the livery applied to the class. The roof has not obtained any of the grime acquired in service, although a light coating of dust can be seen.

The cover photograph illustrates the tone of Indian Red achieved from many years of service. One must bear in mind that a 48 class goes eight years between repaints and all of this was out in the open to the full mercy of the weather.

The photograph of 4842 illustrates the elephant trunk version tried in the task of "Finding a Suitable Exhaust Stack for the 48s". The photograph of 4807 illustrates another modified exhaust stack. The date unfortunately is unknown.

In closing these notes it is interesting to note the relative size of the 48 class. In Australian terms it is a very small locomotive and in American terms it could probable be described as a narrow gauge unit. However, if the 48 class were to run in the United Kingdom, it would need to be modified to allow it to fit inside the loading gauge. It is too big. To illustrate this point the photograph of 48148 hauling Pendennis Castle to Eveleigh in July 1977 is printed. The DL531 may be small by our standards, but not by everybodys.

Acknowledgements

This addendum would not have been possible without the support of AMRM readers. Your interest has been a further incentive to continue researching subjects for Australian railway modellers. Special thanks to Bob Winch, Bob Merchant, Graham Ball and Warren Herbert for the photographic evidence. ▪

CAPTIONS

1. *48136 at Enfield illustrates the original livery of the 48 class. Photograph by Bob Gallagher (August 1969).*

2. *Fresh out of the Parramatta Road, Auburn premises of the Goodwin factory, this unit has the trial disc in place. The ducting was fitted as an experiment to deflect the exhaust fumes — see Part 1 of DL531 story. Photograph by Bob Winch.*

3. *4807 with a modified exhaust stack. Photograph by Bob Winch.*

4. *The not often seen No.2 end of green liveried 4836 at Chullora, 25.9.80. Photograph by Graham Ball.*

5. *48148 hauling Pendennis Castle from the Darling Harbour wharf. Photograph by Bob Merchant.*

1

2

3

4

5

PROTOTYPE PLAN

THE VLX (VLCX) BOGIE LOUVRE VAN of the V.R.

by P.D.Roberts

(Written June 1980. Van modifications and changes from this date not covered.)

In 1962 the Victorian Railways began construction of some large bogie louvre vans. Though of medium size by current standards, these 'louvre vans' were the largest built on VR at that time. Bogie louvre vans in service in 1962 were the UB, ex U four wheel, vans, the V vans built from 1925, and the rather recent VP vans built in 1959 for passenger train service. The vans built during 1962 were coded VLF and the table shows the capacity of the louvre vans in service at that time:-

UB: 16 tons (without buffers); 1466 cubic feet capacity

V: 33 tons (without buffers) or 35 tons capacity for several vans upgraded; 2405 cubic feet of space

VP: 35 tons capacity; 2670 cubic feet of space

VLF: 40 tons capacity; 3110 cubic feet of space.

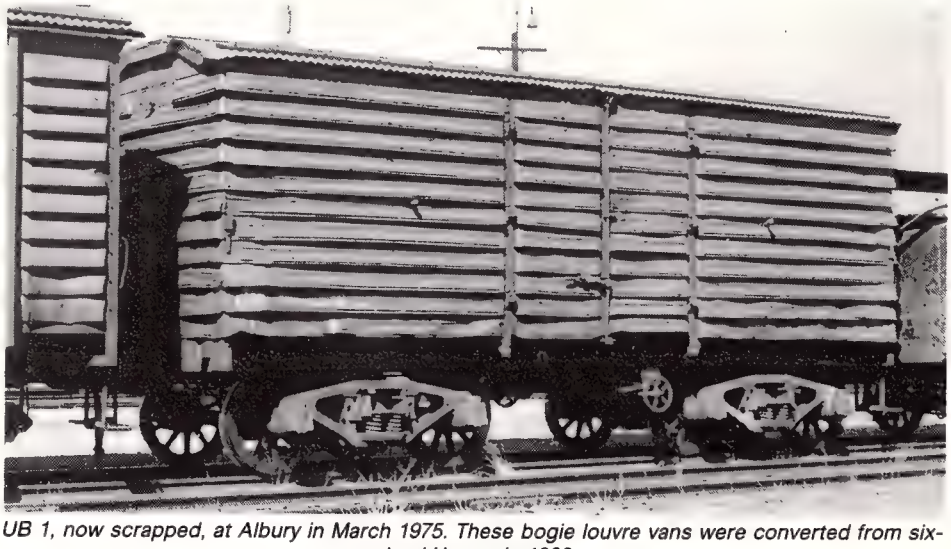
The construction programme of the VLF vans was spread from 1962 through to 1968. In 1965 the code was altered to VLX resulting in a split in VLF/VLX codes as built. The table below shows the number groups and dates of construction:

VLF: 1-87, 99-135 built 1962-1965 at Newport and Bendigo;

VLX: 88-98, 136-660 built 1965-1968 at Ballarat, Bendigo and Newport Workshops.

The 'F' in the VLF coding was intended to show that the vehicle was suitable for bogie exchange. In 1965 the lettering was altered to

BLX 71, Seymour, 22/4/75. From the general arrangement of this van, the VLX van evolved. For the louvre version, louvred panels replaced the pressed panels. VLX vans based on BLX styling are Nos. 1-135. For VLX vans 85-135 the shunters' step is in a similar location to the group 136+; i.e. moved in slightly towards the coupler.

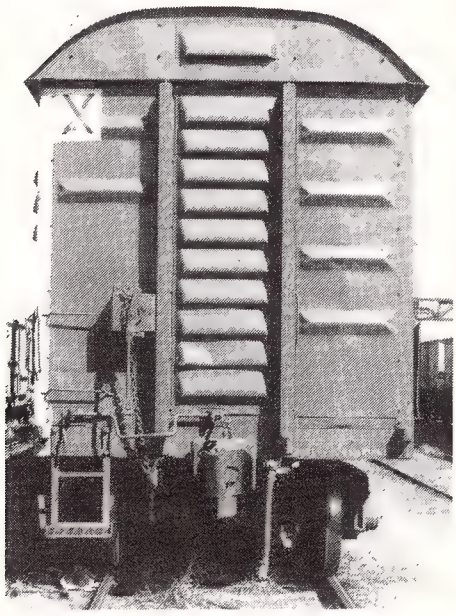


UB 1, now scrapped, at Albury in March 1975. These bogie louvre vans were converted from six-wheel U vans in 1933.

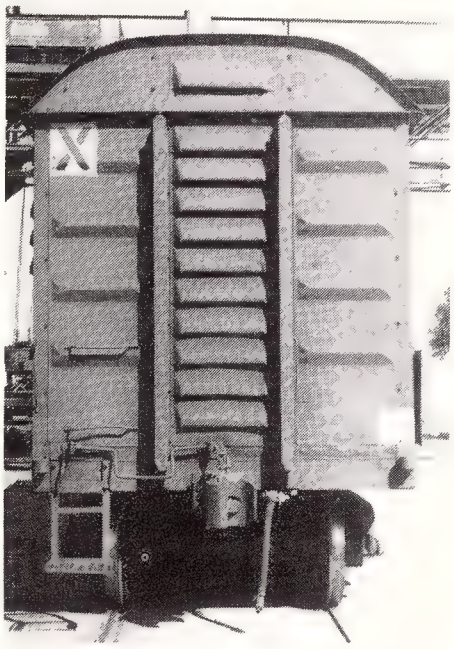
VLX 552, Westall, 6/9/75. This is the No.1 side of the VLX group 136-660. Features this side are the stirrup step and grab rails in the bottom right corner, the vertical white stripe on the right hand end to indicate the handbrake position at that end of the wagon and the offset doors with two louvre sets from the right hand end. Note the door catches are on the right side of each door.

VLX 123, Westall, 22/7/75. This van shows the arrangement for the VLX group 1-135 which were a louvre version of the BLX boxvan. The arrows point to the main differences in the sides – side struts and gussetted channels. Note the door sets which are the original style – plain without louvres as mentioned in the text. Shown here in the photo is Side 2.

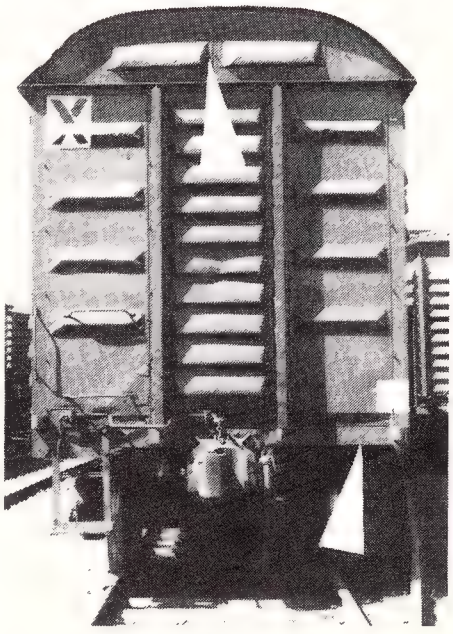
VLX 646, Wodonga, 10/4/75. This is the No.2 side of the VLX group 136-660. Features this side are that this side is NOT mirror image to side No.1. The doors are two louvre sets from the LEFT and that the door catches are on the left of each door. There is no stirrup step and no white stripe this side

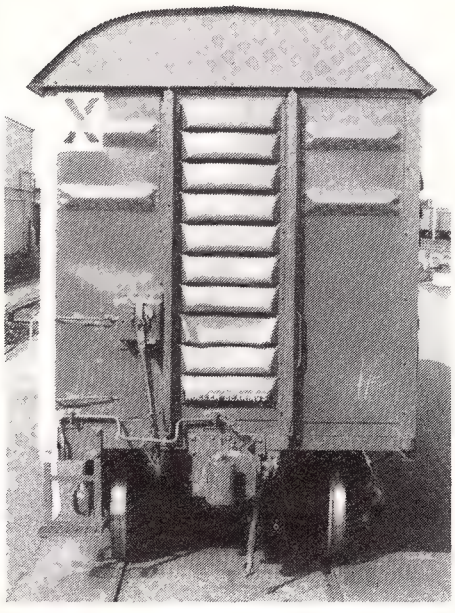


No.1 end, VLX 171, Wodonga, 7/4/75. This is typical of the No.1 end for group 136-660.



Above: *The No.2 end of VLX 367, Wodonga, 7/4/75. The white square in lower right corner indicates to staff which side the handbrake is located. At the opposite end of the van, handbrake is to the right side from this reference point.*

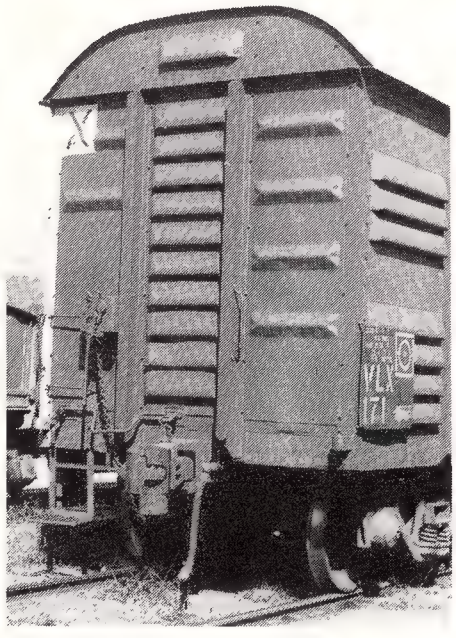




Above Left: *This is the No.2 end of VLX 127, Montague, 10/11/75. Top arrow points to the twin louvres, unique to Nos. 56, 73-76 and 125-127. Bottom arrow points to thinner style of end sill common to group 1-135. For a standard type end for this group, use only one top louvre.*

Left: *Angle view of the No.1 end, VLX 171. The vertical white stripe on the left corner shows which side and end the handbrake is located.*

A photograph of V2 can be found on page 53.



Above: *Shows the No.1 end of VLX2 which has had the end rebuilt. Note — no louvre and two sheet pressings missing on right side. For a standard VLX end, group 1-135 duplicate detail on end of VLX 171 BUT place shunting step in far left of end and use a thinner end sill as shown.*

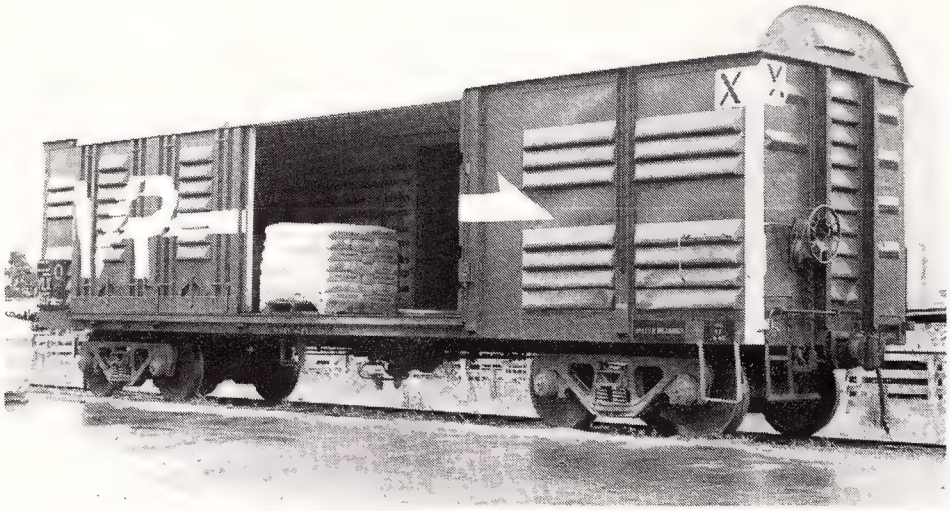
show that 'X' meant suitable for bogie exchange and that the 'F' denoted fast freight speed (60mph) but the vehicle was not suitable for bogie exchange. All vehicles in this louvre class are now coded VLX, the number group is 1-660. Five vans have been scrapped in derailments. Those vans were written off in NSW and WA.

Although the VLX group was a considerably large number group, there were only two basic visible construction differences. The early VLF series were a louvred version of the BLX boxvan. Instead of covering the sides of the vans with pressed sheetmetal, sections of pressed louvres were used. Similarly, at each end, a vertical row of louvres replaced pressed sheetmetal. The later style of VLX lacks the single vertical rib offset from each side of the door opening and the vertical wall struts are not top gussetted. The two construction groups can be broken into two number groupings:

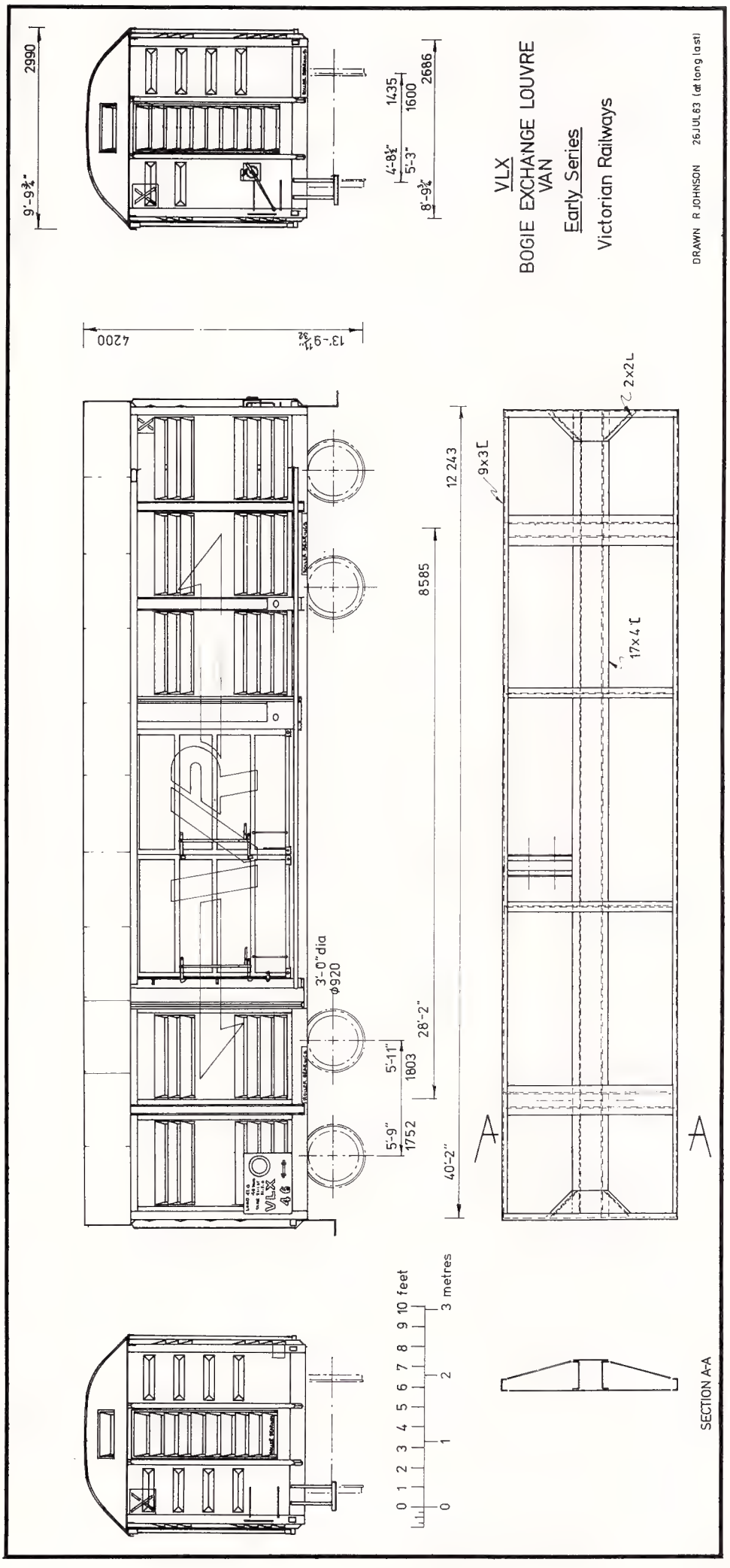
BLX style body fitted with louvres: 1-135

VLX style: 136-660.

Group 85-92, 136-660 suit the Queensland Railways' loading diagram but only up to platform level. The van floor height has been



Left: *VLX 467, Dandenong, 5/12/78. Shown fitted with VSX-type doors and the only VLX to date (6/80) fitted with a Miner handbrake. That white line is one of those scratch lines we all curse. Due to the dull and rainy day, the silver roof disappears in this light print.*



reduced to 3'11⅛", down 1¼" from the earlier vans. As well, the shunters' steps at each end have been moved in towards the coupler, away from the running edge. This modification was for possible running on 3'6" gauge and, as far as is known, this has never eventuated.

There are other equipment differences worth mentioning. The original set of twin doors were plain panelled, simply sheetmetal on a box tube frame. A later modification was an additional louvre in the lower door panel. Later still, a second louvre was added in the second panel from the bottom, making the door twin louvred. Doors of the louvred variety were added to the early type VLXs probably as repairs were required. It is quite possible to see a variety of these three door types in mixed use on any van, on any side. Gradually the plain panel type are disappearing in favour of the louvre type.

During July 1976 three vans, VLX 43, 139 and 342, were fitted with test doors. The doors were modified with VSX type door runners in the lower panel and the two centre panels were fitted with louvres. These doors heralded the arrival of a VSX-type door (narrower than a standard VSX door) which could fit VLX vans. At the same time, VHX vans were fitted with these type doors and BLX 32, 48 and 101 were the only three boxvans fitted.

The louvre vans are painted in the VR freight red. The colour is Russet Red. Lettering is white on black backgrounds. The roof is painted silver. The stirrup step on the side corner near the handbrake and the grab rails above the step are painted yellow. This step has been fitted to vans since 1971 in accordance with ANZR decisions.

The VR logo has also progressed from a small stencil to a rather large styling covering the wagon side. I have no dates for the introductions of the three stylings. The types are set out below:

Small: The initial VR inset on double arrow styling appeared on one door and was painted within one door panel only, usually the top panel, left door. Was probably applied with the introduction of the wagon.

Medium: This logo was increased in size and height to spread across the two doors and was located within the upper four door panels.

Large: This current large styling was probably introduced during the late 1960s as many vehicles were so painted by 1975. The large logo is hand painted rather laboriously in comparison to larger logos used on US railroads, many of which are spray painted. This large VR logo extends across the VLX doors and onto the sides.

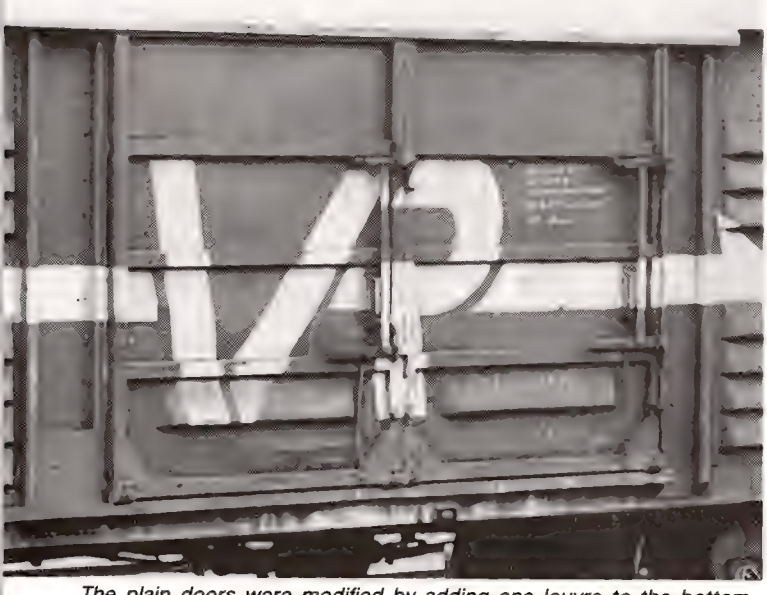
Brake Equipment

All the VLX vans are fitted with the Grade Control Brake Equipment. This feature ensures sufficient braking force whilst descending long grades. It is not used on any Victorian line and has been fitted for standard gauge operation in NSW. The Grade Control symbol is the white circle on black background.

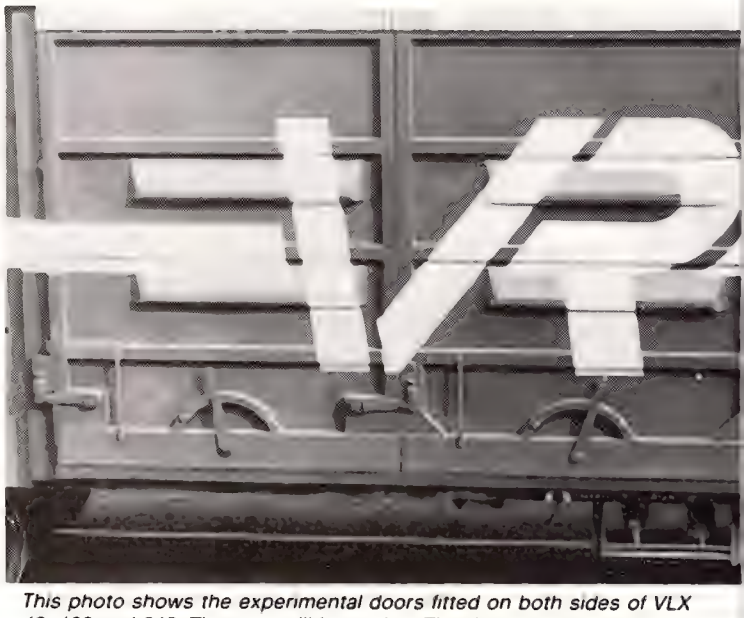
Some vans are fitted with the Load Compensating Brake Equipment. The indication that this is fitted is the white painted lines forming a square box. Inset in the box is usually a tonnage figure, this being the division point between the LOAD/EMPTY status. When both brake aids are fitted, the white circle appears within the white box. The Load Compensating equipment ensures more uniform braking throughout the train. On the VLX vans the operation is by a manual lever. However, on Queensland Railways coal hoppers and in overseas operations this can be performed automatically by an apparatus fitted to the

Though not quite the small VR logo referred to in the text, this small logo fits into the top panel and projects slightly to the next door. All this type were painted over by 1979 and none will appear on VLCX vans. Photo from VLX 211, 6/75.

The medium size logo mentioned in the text. It was applied to the upper four door louvres as shown. This photo taken from VLX 400, 10/7/75. By the time the recoding arrived in 1979 this style had all been painted over and vans were all to the large VR logo styling. So no VLCX with this lettering.



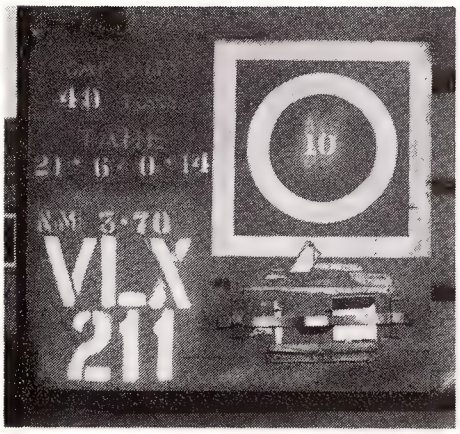
The plain doors were modified by adding one louvre to the bottom panel. Subsequently, at a later date, an extra louvre was added to each door, second louvre up. Doors shown here are on VLX 75, 29/10/77.



This photo shows the experimental doors fitted on both sides of VLX 43, 139 and 342. They are still in service. The doors here are fitted to VLX 342, 21/7/76.

These are a VSX type door as the original VSX version are wider. These doors began appearing on BLX/VLX wagons from 1976 onwards. As they are a superior door to the other type fitted, it seems likely that all vans will eventually be fitted. In operation, the lever at the bottom of the door is pulled in the direction of door movement. The lever raises the door upwards releasing the door runners. Releasing the lever drops the door onto its base preventing further movement. Shown here fitted to VLX 207.

The VR logo is one of the largest in the world. Of comparable size is this ConRail logo on Hi-Cube CR 237912. For size, these vans are 17' high and the length over couplers is 93', with 10,000 cubic feet capacity. Shown here, Chicago, 23/10/79.



VLX 211, 20/6/75. This photo shows the 5" lettering originally used. The '10' within the circle relates to the square symbol for Load Compensating Brake. Above a load of 10 ton, the wagon is considered at a LOAD rating. Below this figure the brake apparatus is operated EMPTY. Some vans fitted with LCB are VLX 123, 179, 207 and 349. For a VLX van without the LCB equipment, delete the square symbol and reference figure.

VLX 623, 6/9/75, shows the 7" lettering introduced from 1970 onwards. LCB and Grade Control symbols were made smaller to accommodate the new lettering. The chalking 'TGON' is a shunter's mark for the town of Traralgon.

Recently recoded lettering on VLCX 195, 5/4/79. The black overpaint of the old code is visible. Some people involved in recoding are simply painting out the 'X' and painting in 'CX', leaving the 'VL' as original. All recoding is with 7" figures and numerals.

bogie bolster which detects the loading mass within each car and alters the braking force accordingly.

Lettering

The standard 5" high lettering was applied to the number board up to 1970. From 1970 all code/number lettering was increased in height to 7". To denote the position of the handbrake, on the corner closest to the handbrake lever, a white stripe 6" wide is painted on the end and side extending the full height of the side. At the opposite end to the handbrake, a 9" square is painted at floor level close to the handbrake side. In the early 1970s metric tonnages began to be applied in lieu of the earlier imperial units.

Handbrakes

All the vans in the class are fitted with a ratchet handbrake. In August 1978 VLX 467 was photographed with a Miner handbrake fitted and is the only van known to date.

Louvres

All vans are fitted with a series of louvres in a vertical row at each end. Above this row is another single louvre fitted under the roof line. The exceptions are VLXs 56, 73-76 and 125-127 which have been fitted with twin louvres placed side by side. And in recent times some of the single louvres have been blanked over or eliminated by rebuilding sections of the end. VLX 2 has no louvre at one end and VLX 301 has had the louvres blanked off.

Recode

From May 1979 VicRail commenced a four letter recoding programme. The VLX vans have been given a new classification of VLCX. The 'C' indicates Type C, third in the group of bogie louvre vans. One incorrectly coded VLX ran in service as a VOCX for several months before correction. The VOCX was applied to one side only, no doubt creating confusion for some people.

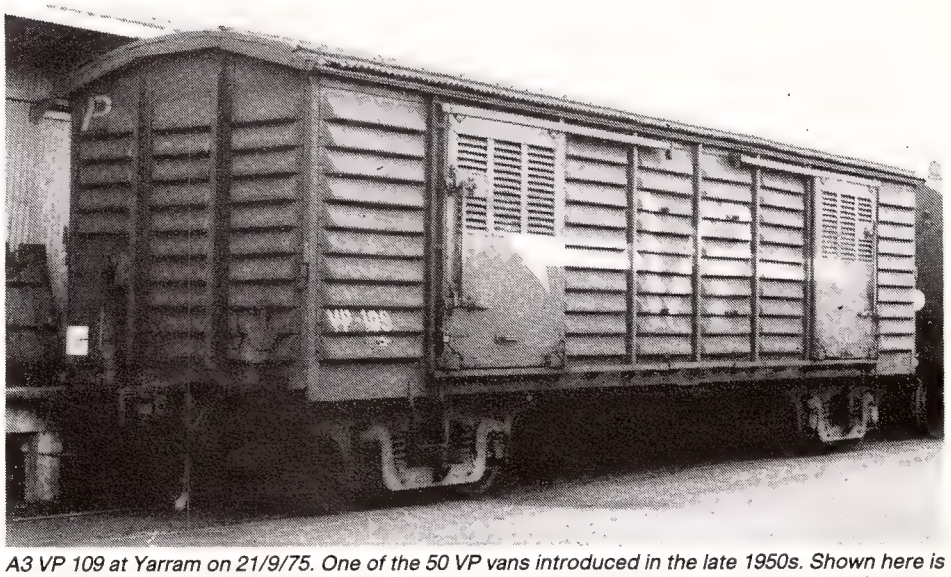
Traffic

These louvre vans are used for general merchandise traffic, from foodstuffs to fridges, furniture and just about anything that can fit between the doors. The vans are suitable for forklift work in shifting and loading palletised goods. These vans may be found anywhere in Victoria and on any standard gauge line from Perth to Brisbane. ▪

Photographs by Peter Vincent.

VLCX 251, 28/7/79, at Tottenham Yard. This van was fitted with VSX-type doors prior to recoding.

Another illustration can be found on page 53.



A3 VP 109 at Yarram on 21/9/75. One of the 50 VP vans introduced in the late 1950s. Shown here is a Broad Gauge VP. The standard Gauge VP vans are fitted with grade control and a code/lettering panel.

CLIFFORD QUARRIES PTY. LTD.

Part 2

Brian Daly concludes his two part article, commenced last issue.

© B.A.Daly 1984.

Upper Structures

The top structures and roof ends are weatherboard. I was able to purchase several lengths 500mm long by 44mm wide of scale 6" weatherboard timber from The Hobby Warehouse, Underwood, Brisbane. Although the boards on the prototype actually measure 5½", building the model in feet and inches instead of the number of boards causes no problems.

First mark out the end section (A) on one sheet of weatherboard. Measure 28'6" in from the right hand end and square across. Measure another 28'6" and square off again. Now mark 14'3" either side of the first line and 9' up from the bottom to find the peaks. Join up the peaks to the bottom of the strip. See Fig.5.

As the taller of the two upper structures sits over the roof peak and reaches to one edge, I utilised this to cut the roof ends and the lower portion of the structure (B) at the same time. Mark 20' either side of the first line and square from the roof line to the top of the board. The cutting sequence I used can be seen in Fig.5. Once again, use a single edged razor blade or an X-Acto knife, making many light strokes until cut right through. If the weatherboard strip you use is of a greater width than 44mm, measure 27' from the peak of the roof section and take the cuts 1, 3 and 5 to this point.

Glue the roof end sections to the main building, keeping them vertical until set. To make this section strong, cut a piece of offcut wood (44mm x 1.5mm) to fit between the end

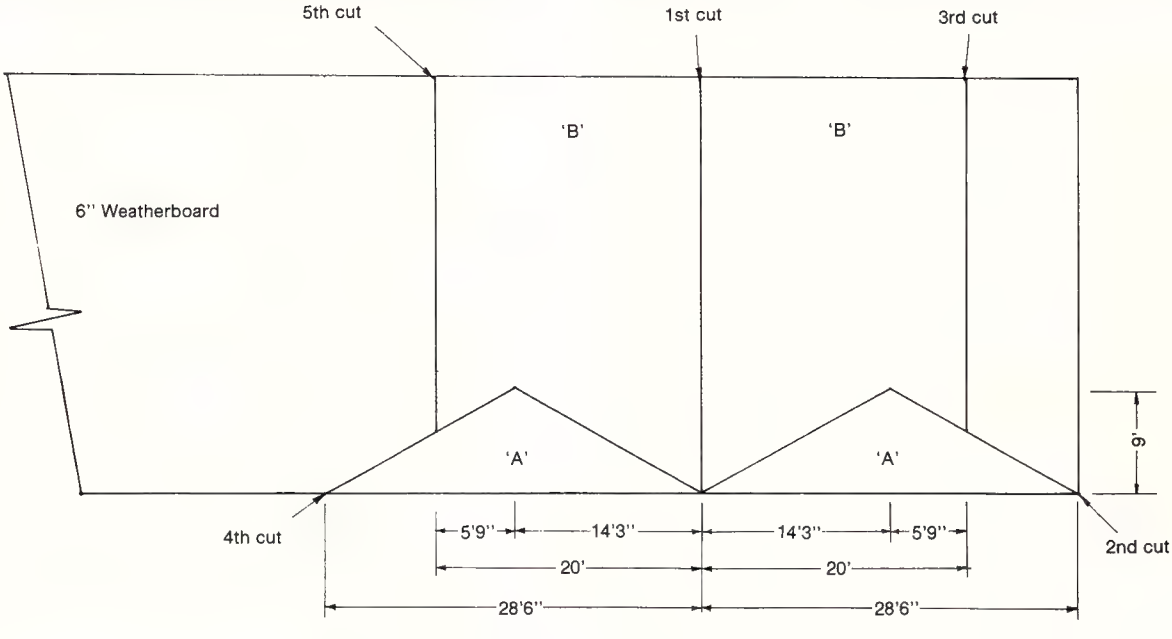


Fig.5 Cutting Layout for Tall Structure & Main Structure End Sections
NOT TO SCALE

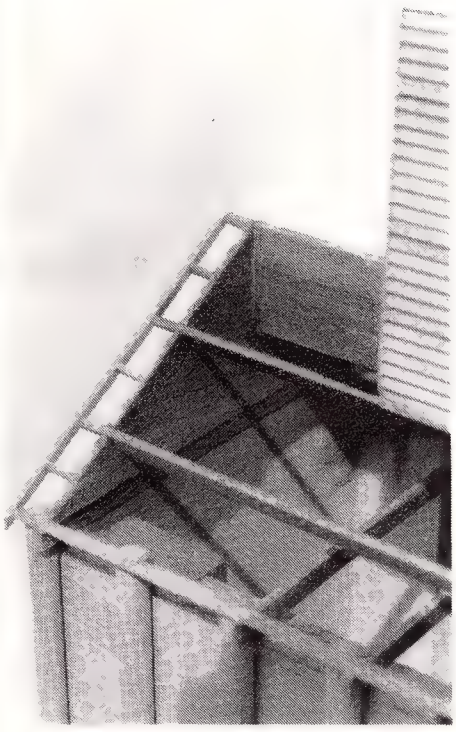


Photo 1. *Shows the stringers to support the roofing, together with the overhang extensions.*

sections. Bevel the top to suit the angles of the end sections and fix in position with the top flush with the end peaks. This also provides a good base for the upper structures.

Divide the slope of the roof ends into three. File grooves at these marks to a scale depth and width of 3". These accommodate four stringers which support the roofing. Provide 1'3" overhang at each end (see Photo 1). Cross bracing in the centre prevents movement of the stringers.

The four stringers are cut to a length of outside to outside of the weatherboards plus the 1'3" overhang at each end. Cut the ends to represent 3" x 3" rafters and glue in place. A scale 3" is removed from the weatherboards at the four corners to allow a 3" x 3" rafter to be glued along the top of the posts. Make sure all the overhanging rafters are of equal length. Prepare the bargeboards by cutting the angle at the peak first, then the length, long enough to go past the outside of the vertical posts. Cut twelve lengths of 3" x 3" 1'3" long and glue in between the bargeboard and the building ends to make five rafters down each side.

The first upper structure I built was the larger of the two as the bottom sections of the sides were already cut (B). Build up the sides until a height of 27' from the main building peak is reached. To keep the sides locked together while you make the end sections, glue a block of timber of sufficient width to make the outside dimension 9', down the inside. This full length timber also serves to imitate chutes into which the rocks fall.

The end pieces are made up and the cutouts marked. Refer to the main drawing for the cutout sizes and placement. As the weatherboard timber I used was quite thick, I bevelled the edges of the sides and end sections to allow the end sections, when in place, to protrude only a small amount. Cut out the roof line before gluing into place.

To strengthen the roof section and provide support for the roofing, cut an ice-block stick, or similar, to fit between the end peaks and fix into position. When the glue has set, cut out the previously marked doorways, etc. I used an X-Acto Saber saw No.13 for this job and worked very slowly to avoid damage. The trim around the cutout areas and at the end of the weatherboard is done using as thin a timber as possible. If thin timber is unobtainable, then cardboard will do the job nicely. For the ends of the weatherboards I used slightly over-size timber and sanded to size after the glue had set.

Locate the structure 3'6" in from the inside of the bargeboard. Note all the areas inside the main building which will be visible through the cutouts and paint. I used British Paints Wood Stain 'Blackbutt' for this job. This structure can be glued to the main building. Some form of internal bracing may be required to ensure that the upper section is vertical and rigidly held in place.

The second upper structure is built on the same lines as the one just completed. Cut out the weatherboard timber 16'9" wide and build two sides to a height of 21'3". These are joined together by a block down the centre, as in the other structure, so that the outside dimension is 11'3". The ends of the building are cut to a width of 10'9" and built to a height of 25'9". Bevel the edges as explained for the other structure and, when happy with the fit, glue in place.

On the ends mark points 3'3" up from the bottom and in the centre. Pencil line to corners and cut out with a razor saw. At the top find the centres, pencil line to the height of the sides. Cut an ice-block stick to length and fix between the ends at the centre lines to strengthen this section. Cut out the marked areas carefully.

On one end 6'3" up from the peak of the main building roof, mark out a doorway 6' x 3'. Cut out with an X-Acto saw and line the doorway with thin timber or cardboard. The trim at the ends of the weatherboards is the same as on the other structure.

The platforms at each doorway are simple additions (see photo 2). Cut four 3' lengths of 9" x 3" first. Mark out the location of these supports, drill and file for a neat fit and glue into place with 2'6" protruding from the walls. Make sure they are 90° to the wall. Cut three 10" x 3" planks for each platform and glue on. The railing can be measured from the main drawing and fixed to the structures.

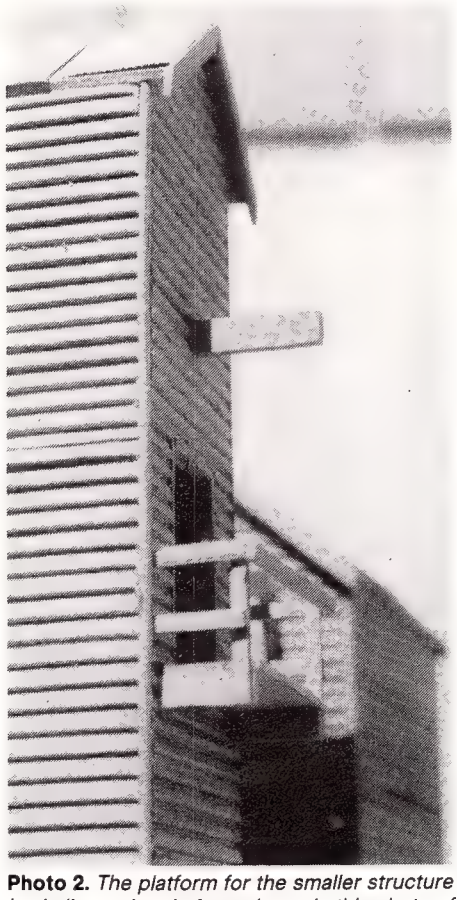


Photo 2. *The platform for the smaller structure is similar to the platform shown in this photo of the larger structure platform.*

Cut one 4'6" length of 12" x 6". Mark out the location above the door of the larger structure (see photo 2). Cut out the hole for a neat fit and glue into place with 4' out from the walls.

All areas inside both upper structures which will be visible through the doorways should be painted some dark colour. I used the same paint as mentioned previously.

On the roof of the upper structures, I used cardboard to provide something onto which the bargeboards could be located. The cardboard was approximately 0.020" thick and was cut for 6" overhang at each end and sides. 6" bargeboards are added in the same manner as on the main building. Check that the smaller upper structure fits neatly on the main building and sits vertically. Do not glue into place until the completed work has been painted.

Painting Main Parts

Floquil Driftwood Wood Stain is a good starting point to weather the wood structure. Spray all the areas with a thinned paint and let dry for about 12 hours. A brush can be use by those who do not have an air brush — it just takes a little longer.

Dip a clean brush into some thinners and wash sections of the building to make these areas lighter. Be careful not to overdo it. For darker areas wash small amounts of 'Blackbutt' wood stain on. I found three shades ample but you may like to add more.

Elevator Supporting Framework

To build the supporting structure for the bucket elevator we start on the bearer framework for the rollers first. Cut two lengths of 12" x 6" timber 74'6" long — these lengths are for 8' clearance only. Using the main drawing as a guide, angle the bottom of the bearers. Mark 26' up the large upper structure to position the top of the 12" x 6" entry into the cutout. Place the main building on a piece of paper and mark out 22' from the outside of the vertical posts. With the back of the 12" x 6" on the mark and the front on the upper structure mark, check that the angles cut are correct.

Nine 3' lengths of 12" x 6" are required to make the framework. Lay the bearers side by side with the inside surfaces up. From the bottom of the bearers measure in 4' and mark across using a square. From this point mark off another seven points at 8'6" centres (see Fig.8).

Glue eight of the 3' lengths of timber to these marks on one bearer only, making sure they are square as you go along. The ninth length of timber is glued at the top of the bearer. Now glue the other bearer to the ends of the 3' timbers.

Test the bearer framework into the upper structure cutout. If the framework is slightly oversize, a little sanding on each bearer will soon rectify the problem.

Bucket Elevator Rollers

Eight small rollers and one large roller support the bucket elevator on the upward journey and two small rollers on the down. To make the small rollers, punch out twenty 1' diameter pieces from 0.005" or 0.010" cardboard, using a leather punch. Cut ten lengths of 1mm plastic tubing a scale 2' long and ten 3'3" lengths of 20 gauge brass or piano wire. See Fig.7 detail 'A'.

Make a small hole in the centre of each 1' disc to fit the 20 gauge wire. To assemble rollers slide a disc onto the axle, one 2' length of tubing, another disc, etc. After checking for equal axle extension each side, fix assemblies with ACC glue.

The larger roller was cut from 9.5mm (⅜") dowel to a scale length of 2'. Two discs 3'6" in diameter were drawn on cardboard, then cut

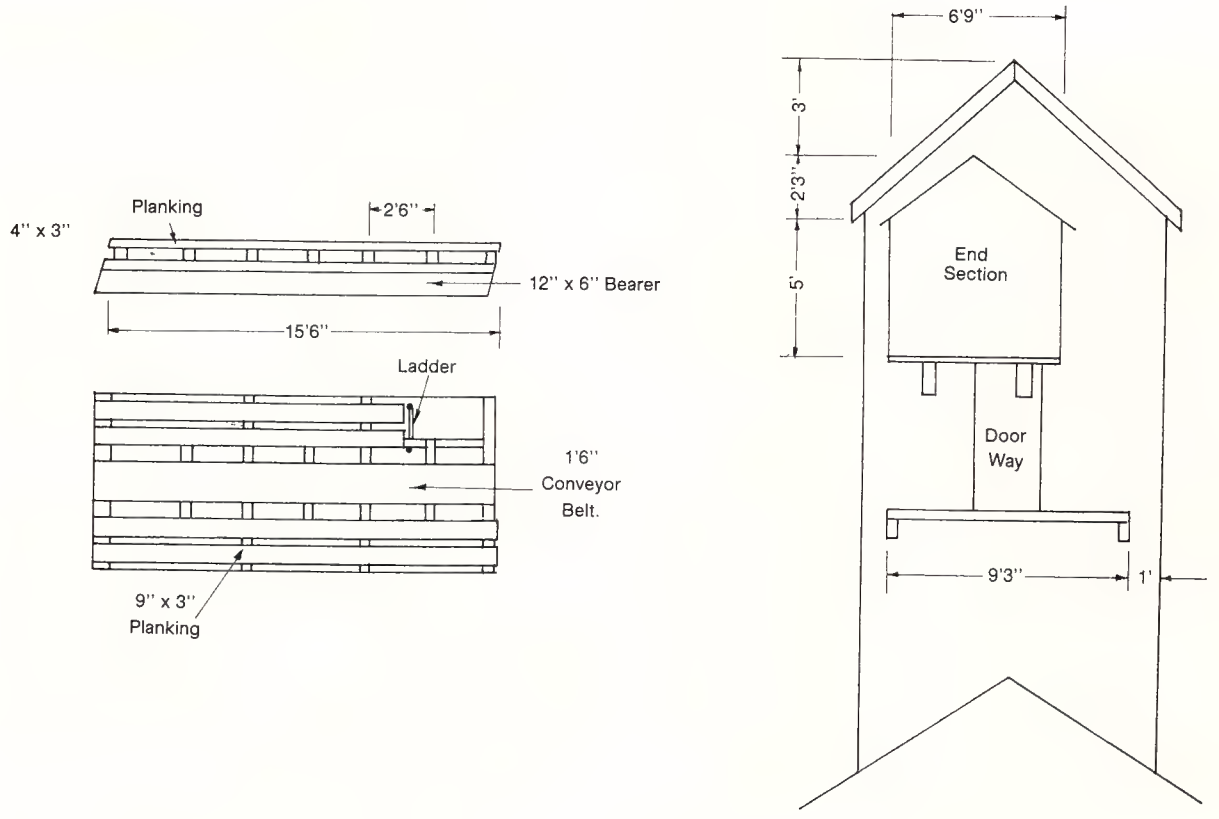
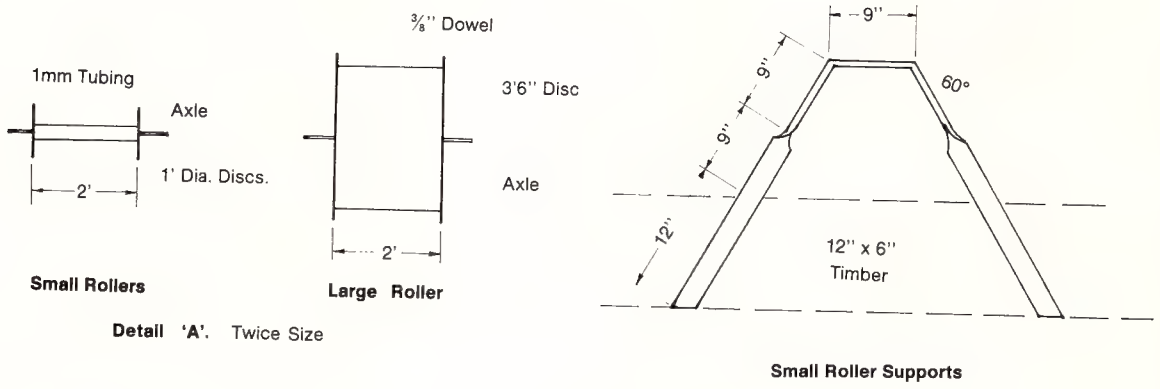


Fig.6 Tunnel Between Upper Structure.
NOT TO SCALE



Detail 'A'. Twice Size

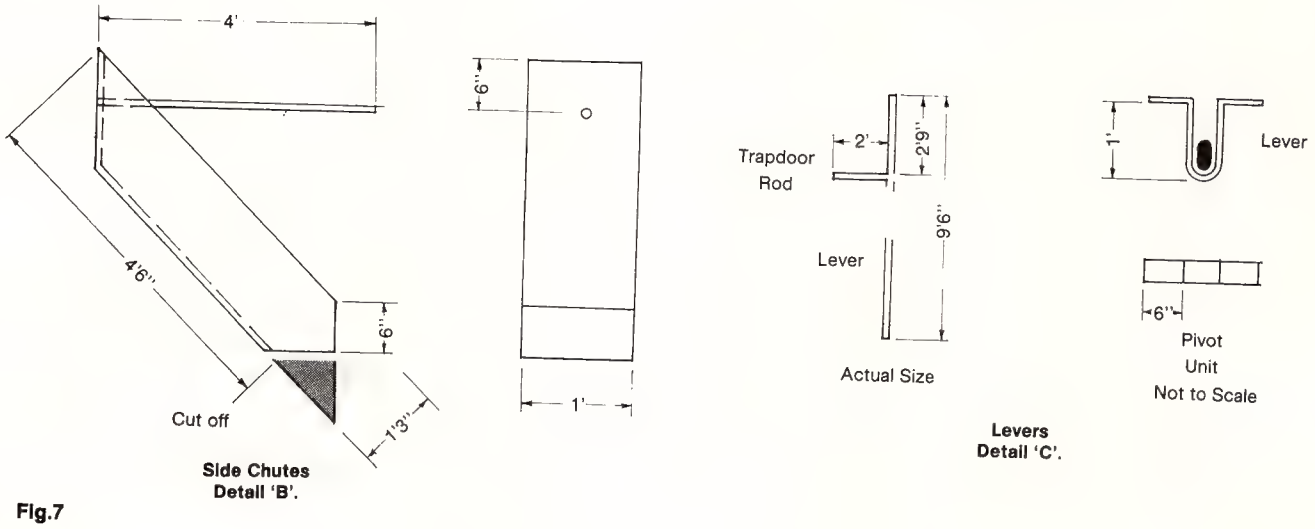


Fig.7

out. The axle is cut 4' long (see Fig.7, detail 'A'). Drill a 1/32" hole through the centre of the dowel for the axle, insert the axle and glue into place. After making a small hole in the centres of the cardboard discs, glue to the drum ends.

All the rollers can now be painted. I used Humbrol HS216 Rust but Testors steel or equivalent can be used.

Roller Supports

To make the supports for the eight small rollers, cut 1mm wide strips from 0.010" shim brass or copper. If curling occurs during cutting, carefully straighten. Holding one end with a pair of pliers, use an emery cloth to remove sharp edges. Be very careful as nasty cuts can occur until this operation has been completed. Cut into sixteen lengths a scale 6' long. Using Fig.7 as a guide, bend each piece for the correct angles with the 9" flat in the centre. 9" down from the bends, twist the metal 90° by using two pair of small round nose pliers. When you are satisfied with the angles and the 90° twist, cut to 30" lengths. I also painted these with Humbrol Rust.

Installing Rollers

From the bottom of the bearer framework mark up 7'6" and square across. As can be seen from the main drawing, the four lower rollers are on 7'6" centres, while the top four are on 8' centres. When the marking out is complete, glue the sixteen supports into place on the inside of the bearers (see Photo 3). The supports should be 18" above the top of the timber.

Trim the axles of the rollers if necessary and glue onto the centre of the supports. The large roller axle is glued directly to the bearer timber leaving a small clearance between the roller and the top timber. ACC glue is used on all outside surfaces.

Assembling Elevator Framework

The base of the elevator framework is set in concrete. To represent the top of the concrete I cut a piece of thin cardboard 13' x 13'.

On one side mark in 5' from each corner and square into a depth of 7'6". Cut out this portion (see Fig.9). Pencil mark 9" inside the cutout from the outside edge. This is the point where the outside of the 12" x 6" bearer framework rests. Glue onto the cardboard with ACC glue. As can be seen in the main drawing, the position of the framework rear is 22' from the vertical posts of the main building. Position so that this distance is correct and that the top section enters the cutout in the upper structure at the correct height. A small weight can be placed on the cardboard to prevent movement. Glue the top framework to the upper structure.

Cut two lengths of 9" x 4" timber 21' long, bevel the ends to rest against the 12" x 6" and cut this end to the correct angle from the main drawing. Photo 4 will help in locating all the crossbracing to the main building.

These two pieces can now be glued to the risers and to the main building resting on the 16" x 9" floor joists and against the second and third posts. Make sure they are parallel with the ground. I made up a block 10'4" high to rest the crossbracing on, but if you used a larger clearance under the building your block will be a different size.

From 9" x 4" timber cut two lengths 18' long, two lengths 13'6" long and two lengths 4' long. Bevel and angle the second and third level timbers similar to the first level. Check that they fit neatly and glue into position, keeping each level parallel to the lower level. The second and third level braces angle out to the first and fourth posts.

The fourth level pieces have to be shaped to the weatherboard first. They are located 1' in from the edge of the wall so they also have to have a slight angle. The top of the timber is 13' above the third level timber; hold in position and pencil mark the vertical riser angle. Cut off the angle then slightly bevel for a neat fit and glue into place.

Landings and Steps

The landings for the steps are very simple. We start from the first level and work up. Cut three 9'6" lengths of 6" x 3" planking. The first is located 7'9" out from the vertical posts of the main building and the other two are 2'6" apart. The overhang is on the left hand side looking at the rollers. Refer to Photo 5 for guidance.

The flooring covers 4'9" in from the left hand side and can be either 12", 9" or 6" x 1" timber cut to a length of 6'. I used five 10" boards plus one 6" board.

For level two landing cut a 13' length of 6" x 3" and a 13' length of 12" x 3". The 6" x 3" timber is glued closest to the posts. A small portion will have to be cut out on the underside of the 6" x 3" at the second post. Now glue the 12" x 3" next to the 6" timber. Two lengths of 6" x 3", one 11' long and the other 9'3", are

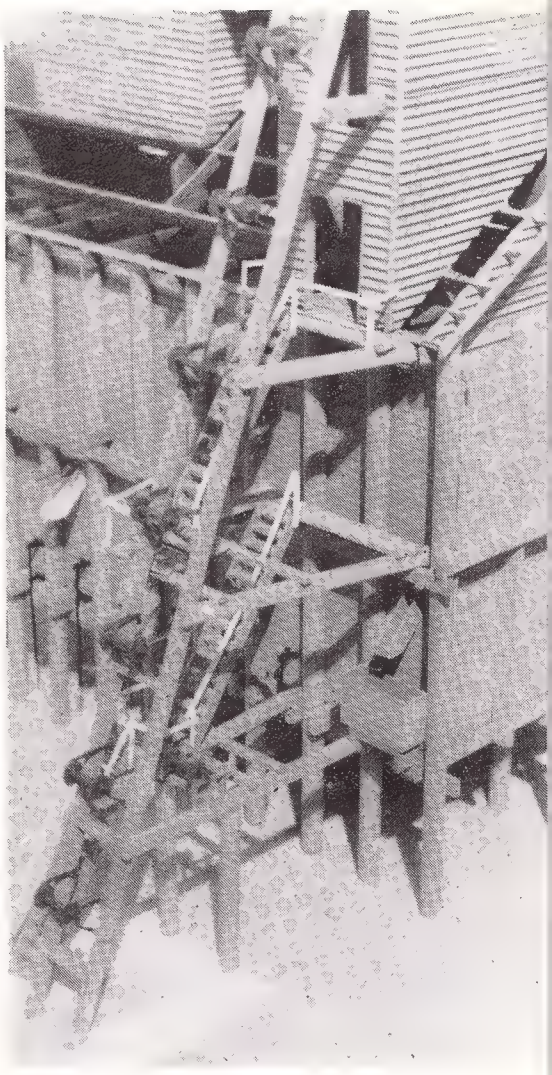


Photo 4. *Where the cross-bracing is located to the main building is clearly shown. In the upper centre of the photo the cross-bracing of the stringers can also be seen.*

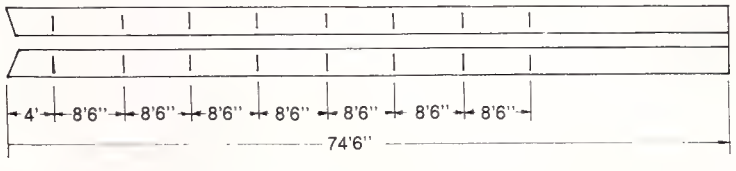


Fig.8 Conveyor Support Framework
NOT TO SCALE

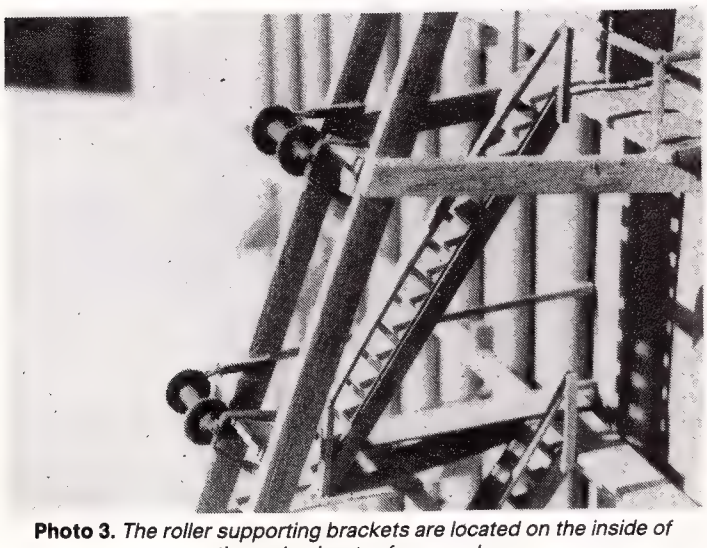


Photo 3. *The roller supporting brackets are located on the inside of the main elevator framework.*

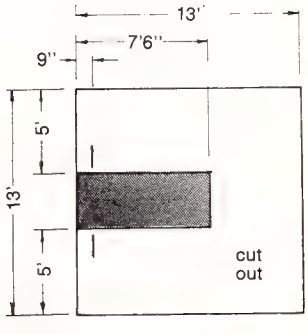


Fig.9 Concrete Pad
NOT TO SCALE

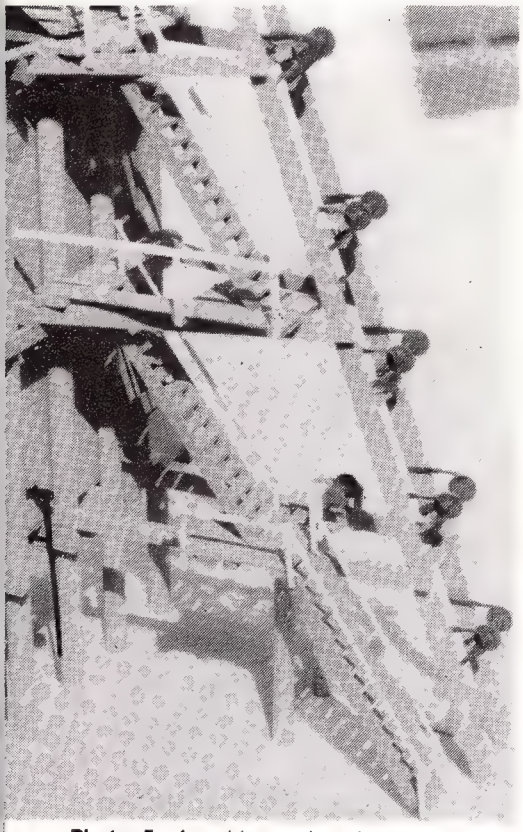


Photo 5. *A guide to the placement of the landings, stairways and railings on the elevator framework.*

required to complete the flooring supports for this level. The 11' timber is located 7'3" out from the vertical posts and the 9'3" timber is a further 5' out. The overhang for the last two pieces of timber is also on the left of the roller support.

Cut two 13' lengths of 10" x 2" planking and glue to the left hand edge of the flooring supports. Cut three 5'6" lengths of 10" x 2" and one length of 6" x 2". Glue next to the other flooring with the 6" timber on the inside (see Photo 5).

The top landing simply consists of two 11' lengths of 12" x 3" glued up close to the bottom of the upper structure.

For the steps I used Plastruct STA-4. This is wider than I would like (2'9") as the prototype steps are 2'. For the bottom stairway cut out fifteen steps. Trim the ends for a neat fit, with the bottom resting 3' in from the front edge of the concrete pad. The fifteenth step will have to be removed as the initial cut is one step over as a precaution. Glue in place with ACC adhesive.

The middle stairway is cut for sixteen steps. Trim for a fit, with the bottom resting 2'3" in from the edge of the first level platform. Once again remove the top step and glue in place inside the second level crossbracing (refer Photo 5).

Using a 2'9" stairway (9" wider then prototype) causes the location of the roller support for the down bucket elevator to be too far over to the side. If a 2' stairway is used reduce the width of the platform by 6" and locate the roller support bracket as close as possible to the first level platform. Refer to Fig. 10. If a 2'9" stairway is used then the point where the down elevator goes into the ground will be off centre by approximately 6".

The top stairway is cut for fifteen stairs and with the bottom resting 2' in from the edge of the second level landing, the location is similar to the middle stairway.

Safety Railings

After many unsuccessful attempts at cutting a scale 3" x 2" from the scale 3" timber, I chose to use styrene instead. From 0.020" styrene cut several strips 0.040" wide. These measurements are close enough for 3" x 2". From these strips cut ten lengths 3'3" long. Using MEK cement, fix two to the bottom and two to the top of the bottom stairway — one at the bottom and one at the top of the middle and top stairway, on the right hand side. These posts have to be vertical. Check with Photo 5.

Measure the distance between the bottom and the top posts and cut suitable lengths for railings. These are fixed to the inside of the posts (step side). The posts for the railings around the landings were cut to such a length to be the same height above the decking as the upper posts for the step railings. These post positions are not critical as they will look OK even if a little out.

Two posts support the first level crossbracing and are located 11'3" from the outside of the vertical posts of the main building. Refer to the main drawing. Cut two posts, a scale 12" in diameter, to fit on the concrete block and fit under the timber crossbrace. Glue in place, making sure they are vertical all round (see Photo 6).

All the timber work on the bucket elevator section can be painted using similar methods as on the main building.

Bucket Elevators

I made the up elevator using styrene and the down unit from clear plastic from a shirt box. First cut 0.010" styrene in three strips 76' long by 1' wide — two for the sides and one for the internal sections — then one strip 76' long by 1'9" wide for the bottom.

Place the bottom on a piece of glass and, using MEK glue, fix the sides to the bottom. Cut the remaining strip of styrene into 1'9" lengths and, starting from the bottom, glue in between the sides at an angle of approximately 45° and at a 1' spacing. At the top the sides are cut for two buckets to be curved to go round the top roller; two bottoms for these buckets have to be added. Curve the top so that it fits on the top roller (see Photo 7). The lower end of the elevator is trimmed so that it rests flat on the ground and the elevator rests against all the rollers.

I tried cardboard for the down elevator but could not obtain a good shape so I changed to clear plastic from a shirt box lid. Place the clear plastic over the main drawing of the down elevator and, using a razor blade or X-Acto knife, cut two sides for the elevator following the drawing. A 1'0" wide strip 76' long is required for the bottom. MEK glue would not work on the plastic so I reverted to ACC glue. Remember that the bottom faces upwards on the down elevator. Starting from the bottom, fix one side to the bottom. I spot glued at first then went over the whole length. Fix the other side in the same manner. Check fit into the framework by sliding it in from the bottom. Cut another strip 1'9" wide and 76' long — cut this strip into 1' lengths for the interior. Starting from the top, glue these in at 45° and at 1' spacing pointing down.

The bottom of the bucket elevator is made of a rubber compound so paint the bottom of the elevators with a matt black paint. With the paint still wet, sprinkle some fine dirt onto the elevators, then shake the loose dirt from the elevators. The steel sides would be free of rust after passing through the stones so I painted the sides with Testors Steel. The up buckets can be filled with a variety of size stones and dirt. As my model will be supplying ballast, the stone size goes up to a scale 2".

One roller is required for the down elevator. The angle framework to support the roller is made from 1.2mm x 1.2mm (3/64" x 3/64") Plastruct angle. For the support near the steps cut a piece 4' long and tape onto the edge of a piece of cardboard with the flat side upwards. Only tape at one end for the glueing on of the other pieces. Fix two vertical pieces, each 1' in length, onto the bottom angle — one he other 2'3" in. The top angle, 2'9" long, which supports the roller axle is now glued to the upper portions of the two vertical angles. See Photo 11 and Fig.10.

The outside vertical support angles are fixed directly to the crossbracing and are each 2' long. To the upper portion fix the 2'9" top angle similar to the other side. Paint all these angle pieces a light grey with some rust spots added.

The differences between the up elevator rollers and this roller are that the distance between the two 1' discs is reduced to 1'9", and the axle length is increased to 4' (a little longer if 2' stairway is used and trimmed to size before fitting). Make a roller to the new

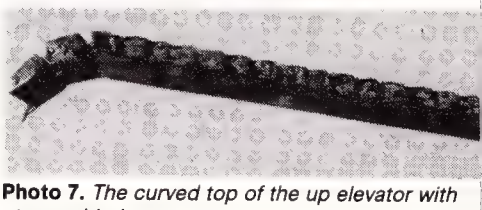
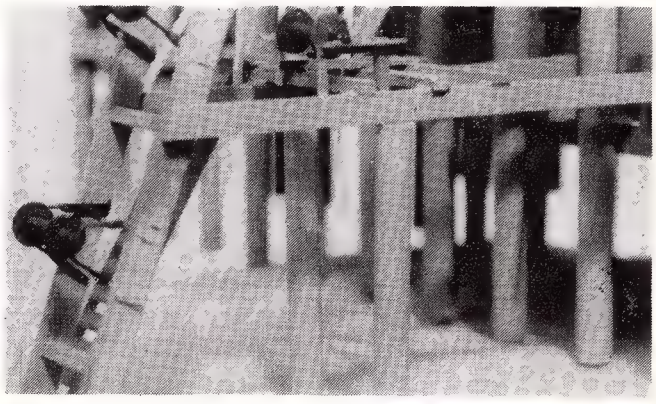


Photo 7. *The curved top of the up elevator with stone added.*

Photo 6. *The location of the two posts supporting the first level cross-bracing can be seen in this photo of the base of the elevator framework.*



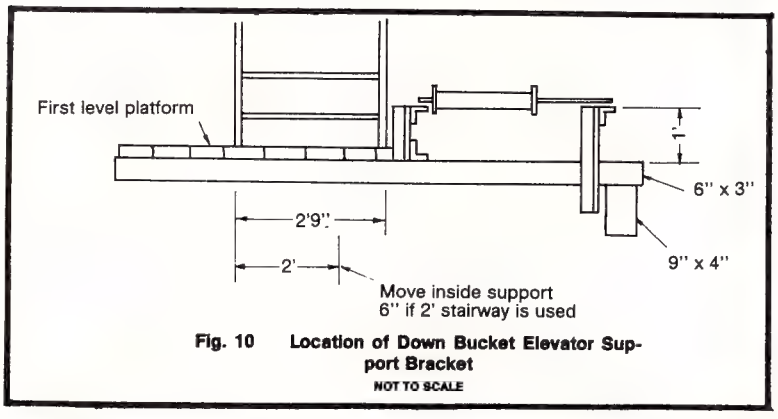


Fig. 10 Location of Down Bucket Elevator Support Bracket
NOT TO SCALE

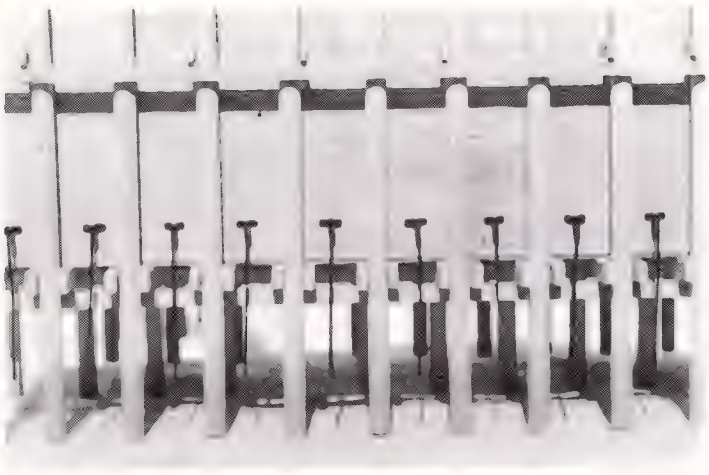


Photo 8. *Location of the trap door levers on the opposite side to the elevator.*

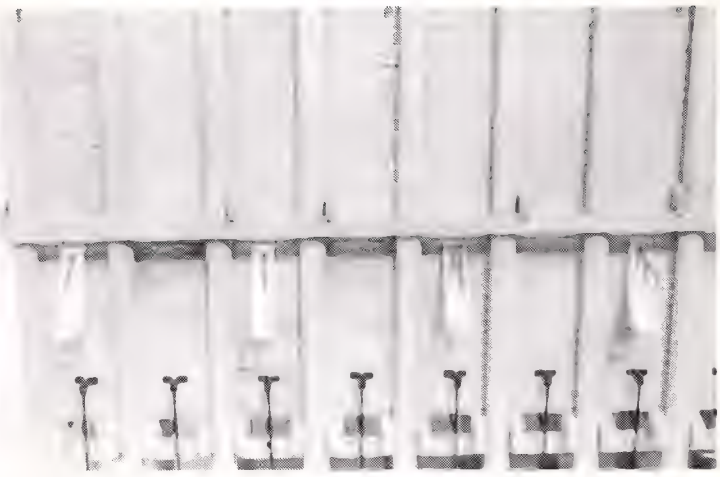


Photo 9. *Location of the trap door levers and the overflow chutes on the elevator side of the building.*

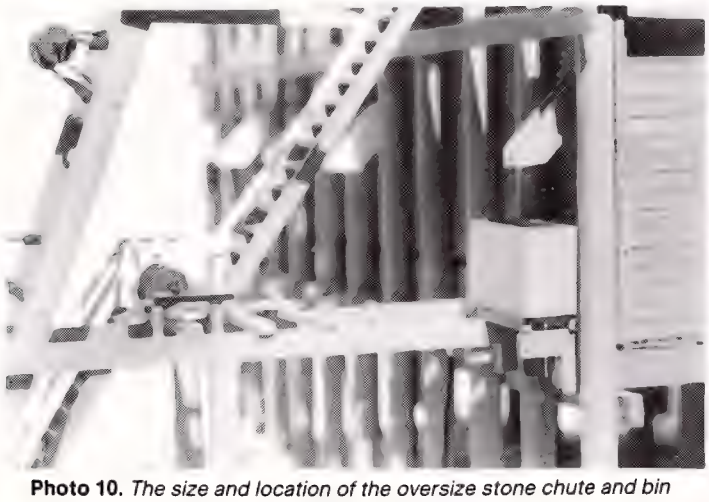


Photo 10. *The size and location of the oversize stone chute and bin can be seen. Also the supporting framework is clearly visible.*

Photo 11. *This photo will assist in the making of the roofing support for the tunnel section between the upper structures.*

Photo 12. *The completed stone screening house and bin model.*

end of the platform. Cut and glue a length of 6" x 3" timber from peak to peak and from end to end to support the roofing and siding (see Photo 11).

A ladder can be located from the landing up into the hole in the walkway. Paint all the timber with Floquil Driftwood and weather with thinners and 'Blackbutt' stain.

Roofing

The final stage of construction has been reached — the roofing. Corrugated iron is made by several manufacturers in a variety of materials — aluminium, steel, plastic. You may be lucky to have a choice; if so the aluminium or steel is recommended.

You can glue the iron on in one piece or cut it to scale sizes. If you elect to cut the roofing iron to scale size, cut forty pieces 6' x 3'6" for a start. More can be cut later as required. I used 3'6" widths instead of 4' as with only a small overlap it ends up reasonably close to prototype.

Cover the main building roof first, starting on the bottom rows on both sides. Only overlap a small amount and fix in place with ACC cement. On the second row some sheets will have to be trimmed to fit around the upper structures and shorter sheets are required around these structures. For the third row, sheets near the upper structure walls will have to be reduced from 3'6" wide to the width required for a neat fit with minimum overlap.

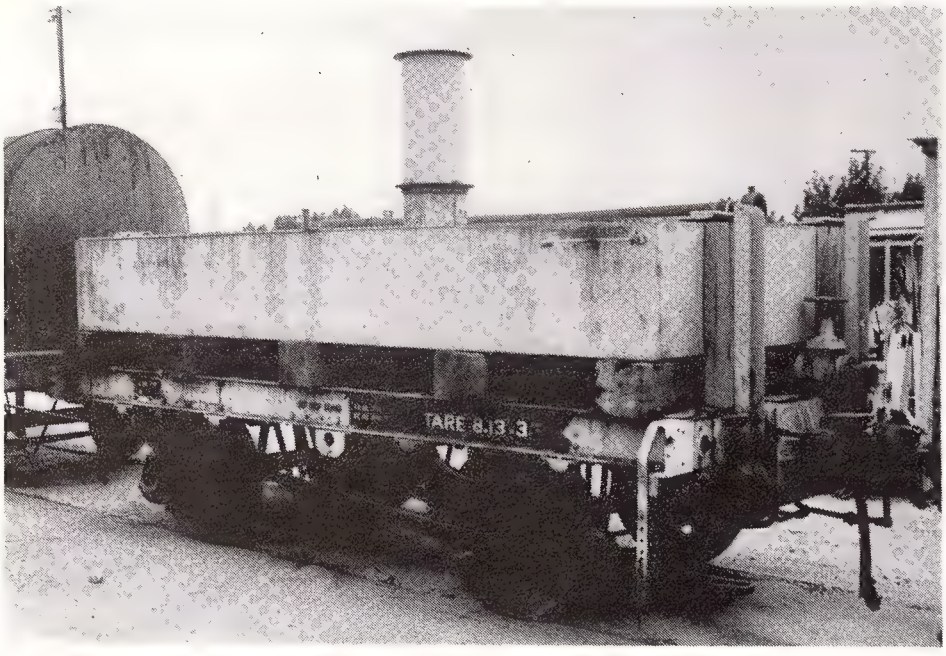
The taller upper structure sheets are 6' x 3'6" also. Check your measurements before cutting the sheets. For the smaller structure cut 7'6" x 3'6" sheets. Once again, check your building measurements first.

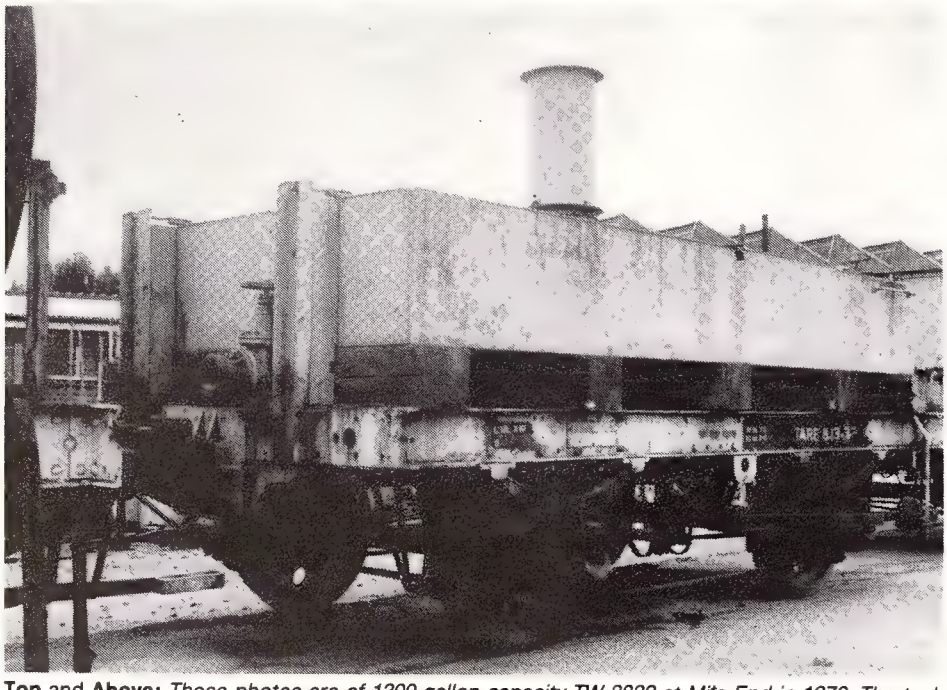
On the tunnel section the side sheeting is attached first. Cut from cardboard a template

Continued on page 44.

TRAVELL
OF THE SOUTH AU

by F





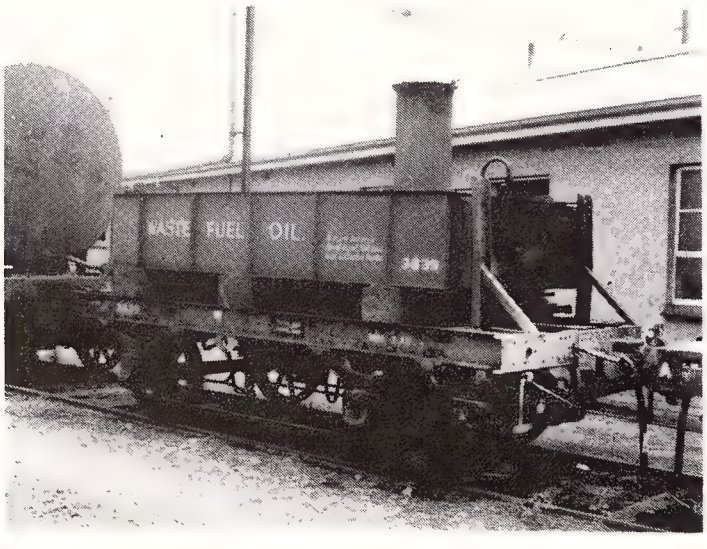
Top and **Above:** *These photos are of 1300 gallon capacity TW 3832 at Mile End in 1972. The tank sides are welded but the top was still the original rivetting. Note the end delivery pipes, disc wheels, dark grey colour scheme including white lettering and black below the side sill and that there is a tie rod joining the axle boxes.*

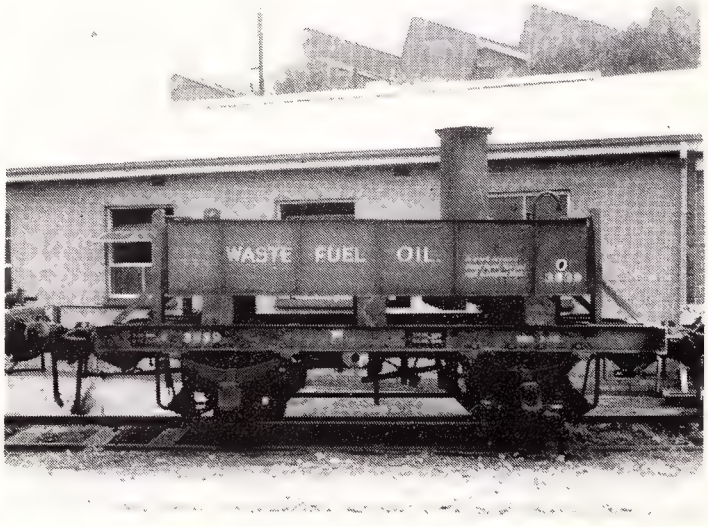
Below: *This is a 'one off' tank built on a similar underframe to TW 3832. The tank itself was tuscan red heavily weathered and had white lettering. The small stencil reads* "To work between Diesel Depot Mile End and Islington Works".

Travelling tanks was the original name for them but they became more commonly known as water gins. They were required in areas of poor quality or scarce water supplies which existed over much of the old SAR system. As a result, a four wheeler trailing behind the loco tender became a familiar steam era sight on the broad gauge lines through the Mallee areas beyond Tailem Bend and on the narrow gauge systems at Peterborough and Port Lincoln.

I understand that the design of water tanks on the SAR began with tanks mounted in open wagons during summer months. In the early 1900s tanks were permanently fitted to a four wheel chassis. Rivetted rectangular tanks of several capacities were followed by tanks with rounded edges, culminating with the 3000 gallon tanks mounted on a six wheel narrow gauge chassis. Cylindrical tanks were produced in fairly standard diameters with the length varied to suit the proposed chassis for four wheelers. Kevin Kavanagh's poison car article (AMRM Sept. 1981) included a plan of the 9000 gallon bogie tanks introduced in the 1930s and numbered 4800 to 4832 for use on the broad gauge. As part of the standardisation project, some 11000 gallon tanks of class STW were introduced in 1970.

For this article, let's look mainly at the four wheelers. In 1957 there were 39 on the broad gauge with capacities of either 1300, 1800, 2000, 2200 or 3000 gallons. Peterborough had 57 including the six wheelers and Port Lincoln had 34 with a similar range of capacities. The end of steam working reduced the need for these tanks so by 1978 all of the broad gauge group had been condemned. At Peterborough the four and six wheelers were either withdrawn (46 in 1967) or sent to Port Lincoln. The six wheelers suffered from chassis failures but in 1975 there were still at least seven in service. At Port Lincoln a group of small tanks were connected together to form the poison train with a four wheel spray car. One narrow gauge rectangular tank numbered 5506 has been brought from the Wilmington line to the Mile End Railway Museum for preservation. The tank itself was usually offered for sale and they can now be found on farms for stock watering.





G TANKS
RALIAN RAILWAYS

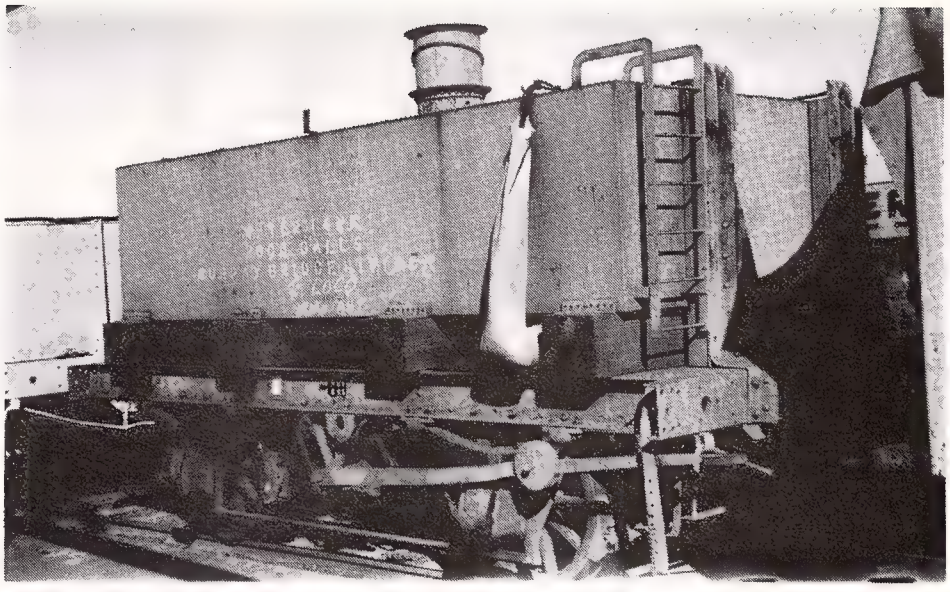
rnow

Back to the broad gauge. As well as carrying loco water, they were also used to supplement local town supplies at several locations. In this service they were to be marshalled against the brake van on the Mallee lines. Terowie had a regular service of bogie tanks filled at Burra. A four wheeler was usually allocated as part of the breakdown train while the cranes were steam powered.

The tanks were allocated to either the Adelaide division or the Murray Bridge division which was stencilled on the side along with capacity and number. Prior to the early 1960s the SAR used a dark grey paint with white stencilling and everything below the side sills was black. With the change to light grey for the whole wagon, the stencilling was done on a black background.

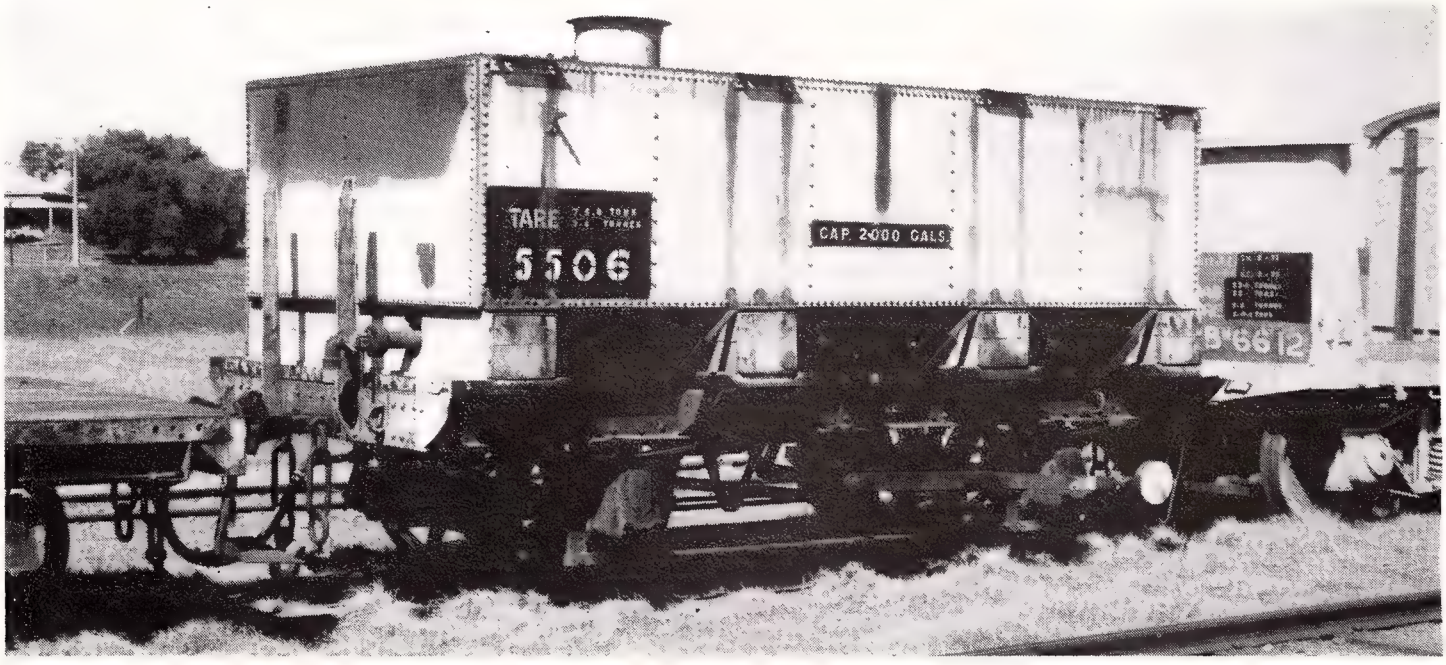
The SAR numbered its wagons according to their chassis number which complicates things where there are so many variations of tank capacities. If a tank rusted beyond repair, the chassis may be fitted with a different capacity tank, yet the vehicle retains the same number. Conversely, if the chassis were replaced, the tank body received a different wagon number. For example, in 1957 TW 3882 was listed as 1300 gallon capacity so it was probably a rectangular tank. In 1973 it was in the Mile End Accident Train and had a 2200 gallon cylindrical tank. This is even more noticeable with acid tanks which have had their original chassis replaced by an open wagon underframe and then by a refrigerator van underframe with the number changing each time, but I digress. I've included a list of some tank numbers and capacities from 1957 and from photos taken in the 1970s.

Four wheel underframes used as broad gauge replacements came from condemned classes such as the 8'6" Q class cattle vans. The 11'6" underframes came from withdrawn Y class open wagons (AMRM Mar/Apr. 1979). As a result, there are variations in wheels and axle

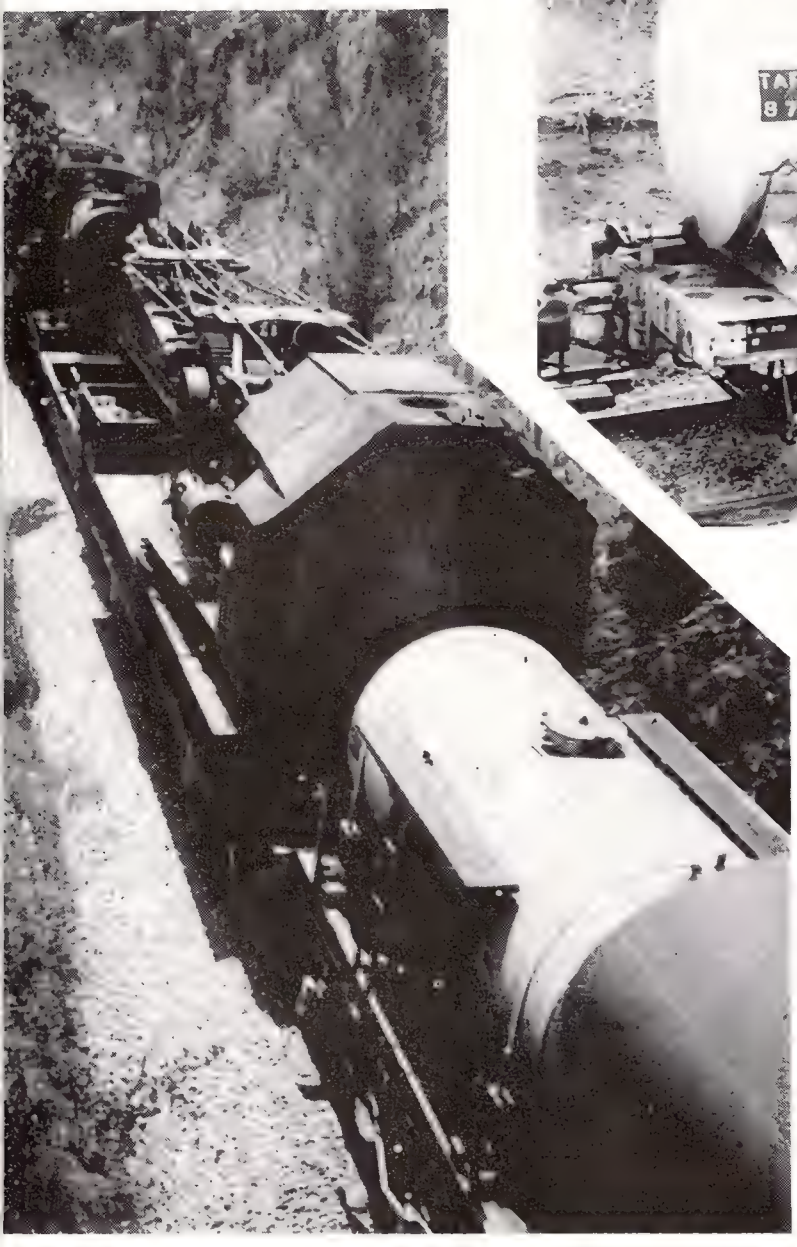


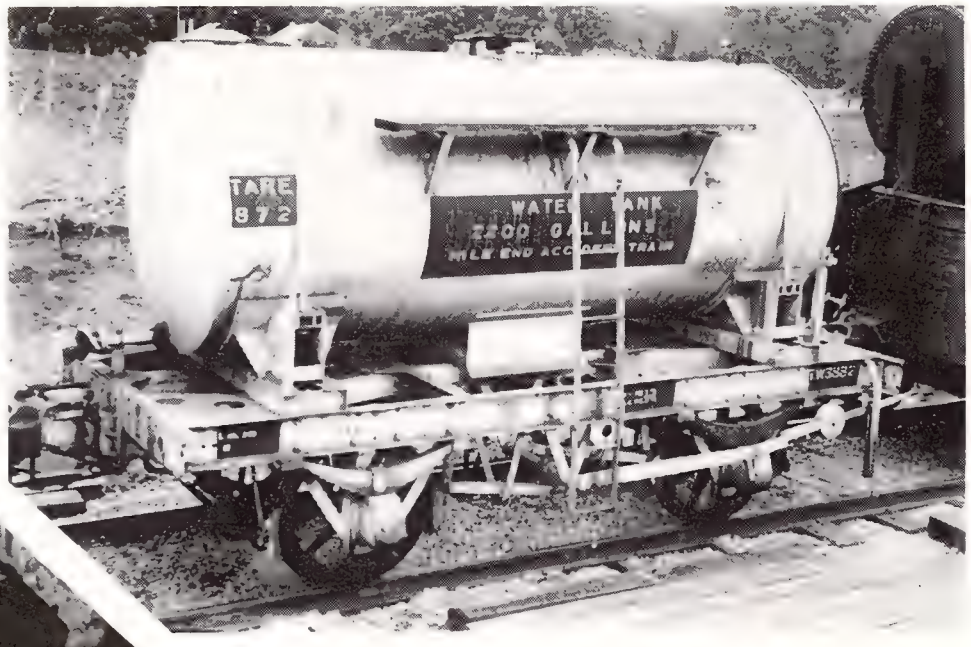
Top and **Above:** *These two photos were taken by Dean Jackson at Tailem Bend in 1970. TW 3830 had the 2000 gallon tank on the same short underframe. Note that the hoses are set for side delivery.*

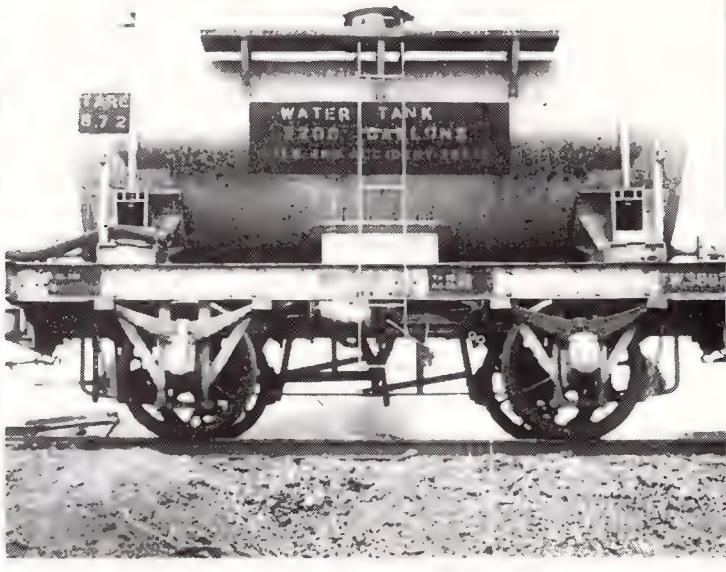
Below: *Narrow gauge tank 5506 at Laura prior to delivery to the Mile End Railway Museum for preservation. Note the tie straps over each wooden beam. In 1923 the rectangular tank was fitted to a Y class underframe which was built in 1914 so becoming travelling tank 5506. This is an example of the many tanks that had the fill hatch toward one end.*



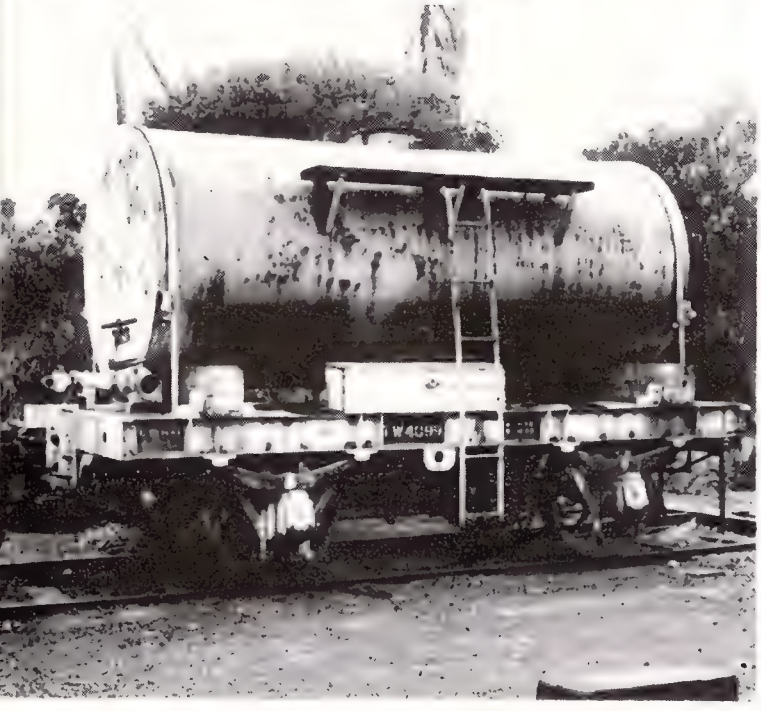
2200 Gallon Cylindrical Tanks on Short Underframe







Three views of TW 3882 when part of the Mile End Accident Train in 1973 showing both sides and the fill hatch. **Below Left:** *TW 4099 is showing its age and rust. Note the tank is on wooden blocks, the visible end has two delivery choices, a tool box is on the side sill and the nearest axle has split spokes.* **Below:** *Detail of TW 3856.*



boxes but generally speaking the shorter underframes would have spoked wheels and rectangular axle box lids with some axle boxes tied together with rodding. The longer underframe would usually have disc wheels and either rectangular or circular axle box lids. As far as I can determine, all had side mounted brake levers on one side only and the lever was usually straight, although 2562 had an extra kink near the pivot. Cylindrical tanks were either 2200 or 3000 gallon capacity, were 68" in diameter, had an exposed underframe, and were assembled in 1953. Only TW 52 and 2990 were built on an 11'0" DA class underframe with tie rod.

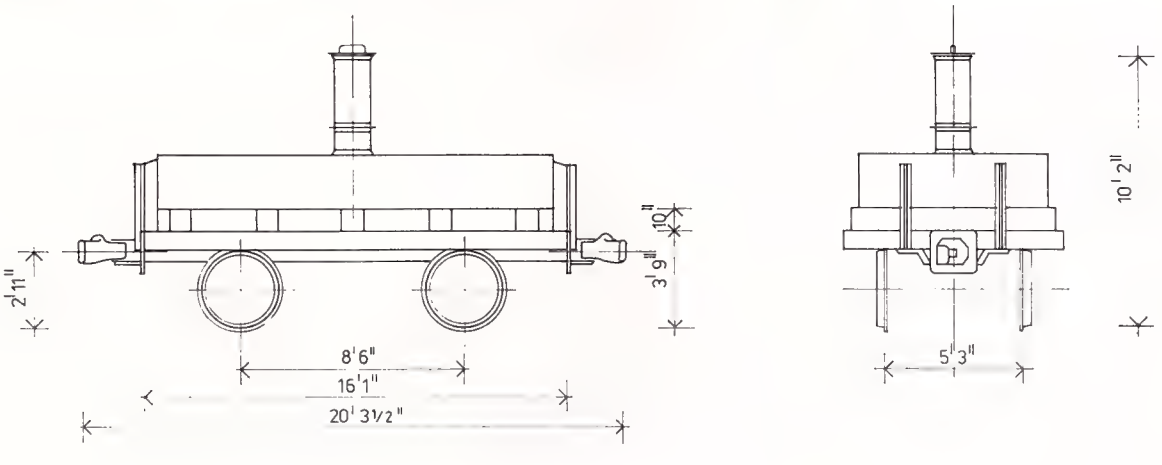
The rectangular tanks came in a variety of capacities but most were either 1300 or 2000 gallon and all were on the short wheel base underframe. Tank length and width were the same but the height was 24" and 40" respectively. The few variations were for poison or waste fuel oil and were specially built tanks. The water filler hatch is a tube 18" diameter with a 1" flange. A welded tube was added to build the top up to the same height as the cylindrical tanks. A plain lid with a hinge and small grab handle covered the tube.

Some variations have been noted. When

1957 4 Wheel Tank Capacities
Broad Gauge

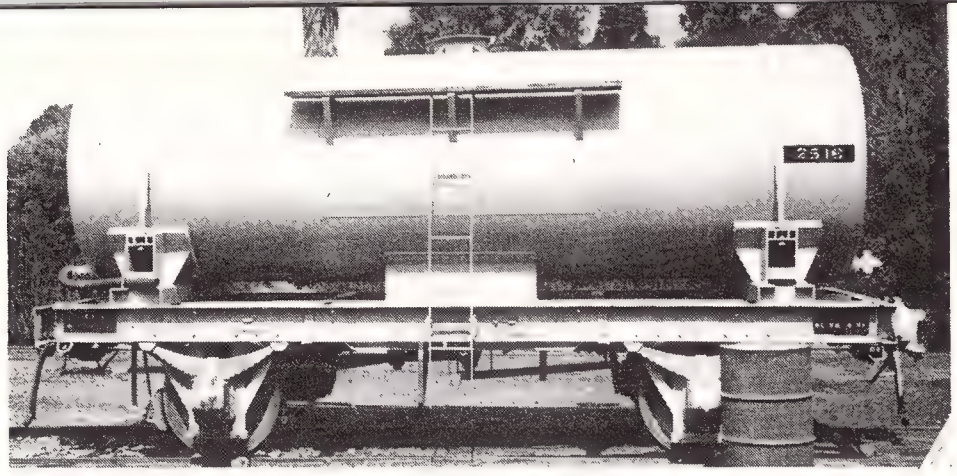
Capacity	Tank Number
1300 gal.	3819, 3832, 3838, 3841, 3847, 3848, 3863, 3866, 3867, 3871, 3882, 3885, 3896
1800 gal.	3830, 4096
2000 gal.	3835, 3842
2200 gal.	3824, 3839, 3846, 3856, 3859, 3860, 3861, 3864, 3877, 3889, 4099 (conv. 1953)
2300 gal.	3898
3000 gal.	52, 2483, 2513, 2551, 2562, 2663, 2750, 2990, 3742 (conv 1953) (nos. 2513, 2750 were previously ex narrow gauge tank style); nos. 52, 2990 on 11'0" u/f. Remainder were on 11'6" u/f.
1000 gal. poison	3839 (8'6" u/f)
1800 gal. poison	3834 (8'6" u/f)
2000 gal. poison	86 (10'6" u/f)
3000 gal. water	2550 ex n.g. 6 wheeler now on 11'6" b.g. underframe

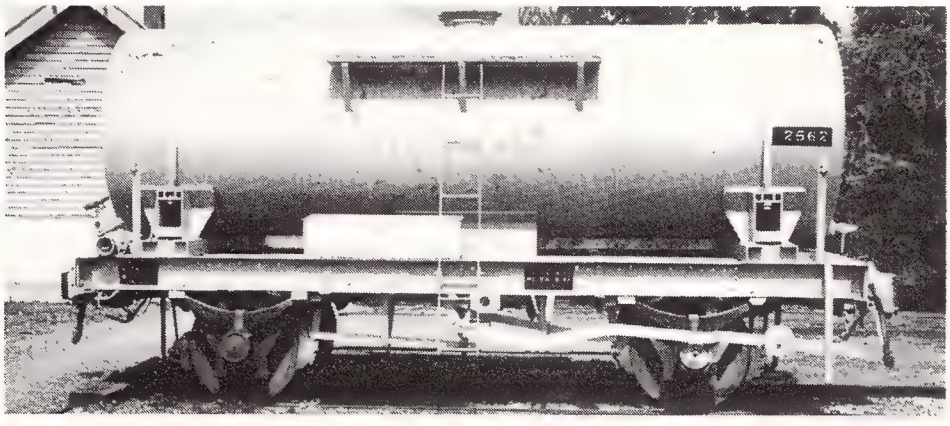
Two views of TW 3832 showing that although the sides have been repaired with welded plate, the top retains its rivets.

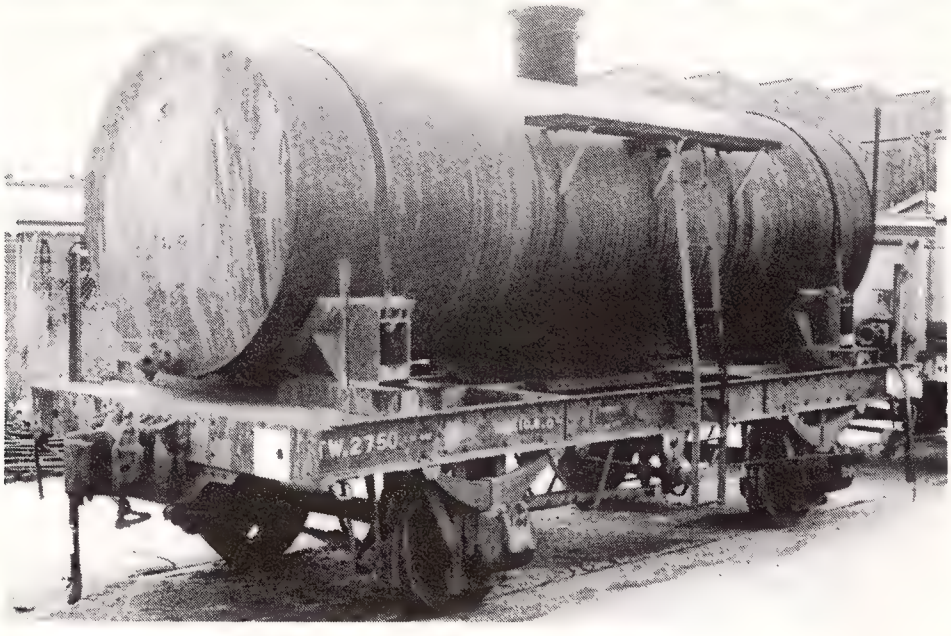


SAR TRAVELLING TANK
on Q class underframe.

Traced by Peter Smith from S.A.Railways Line Diagram.







parts of the tank were replaced they were welded instead of rivetted. The number and size of the wood beams under the tank also varied. 1300 gallon TW 3832 had five 10" x 10" beams, 2000 gallon TW 3830 had four 10" x 13" beams and fuel oil tank 3839 had three 10" x 10" beams.

Well, I trust this general discussion on the SAR four wheel travelling tanks will help you make your own distinctive fleet. ▪

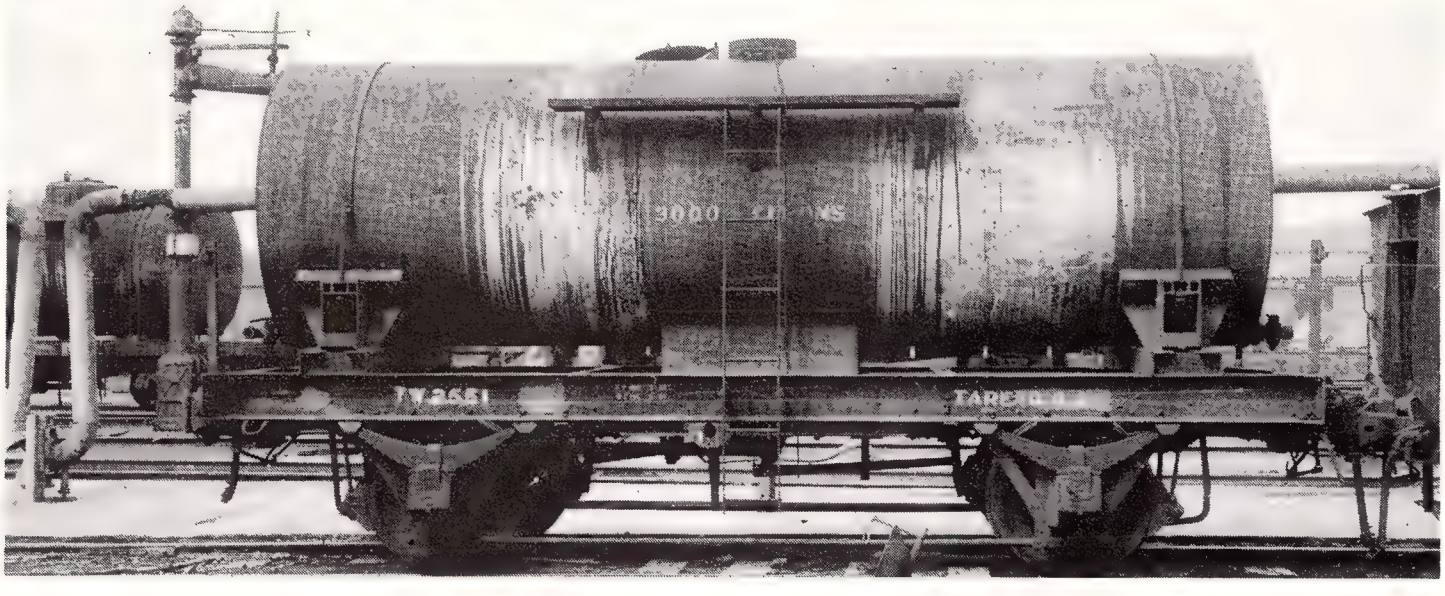
4 Wheel Tank Capacities circa 1970
Broad Gauge
Incomplete list prepared from photos etc.

Capacity	Tank Number
1300 gal. rect. no.	3832, 3838
2000 gal. rect. no.	3830
2200 gal. cyl. no.	3856, 3866, 3868, 3882, 3889, 4099
3000 gal. cyl. no.	52, 2483, 2513, 2516, 2551, 2562, 2663, 2750, 2990, 3742; (Several used for Emoleum traffic incl. 2551, 2750 (c. 1960-1970).

A sale by tender quoted the cylindrical tanks for sale in May 1974 as:
10000 litres 1.7m diameter, 4.57m long (2200g, 5'8", 15')
13650 litres 1.7m diameter, 6.09m long (3000g, 5'8", 20').

3000 Gallon Tanks on Long Underframe

Top: *TW 2516 showing the non-brake lever side, rectangular axle box lids and all grey colour scheme.*
Above Left: *TW 2562 is on a 11'6" underframe with disc wheels, circular axle box lids and a ground throw lever with an unusual curve near the pivot. A tool box is on the side sill and the colour is grey with black axleboxes.*
Left: *TW 2750 has a taller fill hatch.*
Below: *TW 2551 has an axle box tie rod and like TW 2750 is heavily weathered almost to black and could at first glance be mistaken for an oil tank. Photo by Kev Loughead.*
TW 2551 has an underframe from a DA louvre van.



RECTANGULAR WATER GIN

A cross-kit project to produce a near thing to an SAR gin – by Phil Curnow.

This project combines the chassis from a Lima HO scale four wheeler with a Slater's 00 scale rectangular oil tank and results in a tank similar to many used on both the broad and narrow gauge lines of the South Australian Railways.

The chassis is treated in a similar style to that for the Newcastle style coal hoppers (AMRM April 1984). Briefly stated, use a sharp knife to remove the brake lever from one side of the chassis. Remove the wheels, couplers and buffers. Scrape the coupler mount back level with the rest of the floor. Take a piece of plastic kit sprue or, better still, some plastic knitting needle, and fill the coupler hole and glue in place. Smooth it level above and below the floor.

Glue a strip of 0.020" styrene onto each chassis end sill after removing the buffers and mounts. Now file each end of this strip to the shape of the side sills which means you have now lengthened the chassis by 0.040". Now on each end add a piece of 0.010" styrene and shape it to form a new end sill so the chassis becomes 0.060" longer.

With 10.5mm wheels fitted the underside of the chassis happens to be at the correct height for Kadee couplers so fit the top of the coupler pocket in place and drill the mounting hole to take the screw or bolt you attach your couplers with. Now glue the Lima weight in place. When it is fully dry, cover the whole top of the chassis with 0.010" styrene sheet and sparingly use MEK so that it doesn't form a pool inside which would soften the plastic. Fit the two coupler boxes in place and then between them glue two wood strips to represent the centre sill. A brake cylinder casting hangs below the centre sill.

As for the previous article using this chassis the wheels cause a problem because Lima uses a shorter axle than standard RP25. Tenshodo and Roco wheel sets will fit while Cavalcade wheels, having the same axle diameter, can fit onto the Lima axle. I used Berg's wheels because they are spoked and have a thinner tread but also have a small axle diameter through the wheel, which means the hole has to be enlarged to suit the Lima axle or else the Berg's axle has to be shortened and re-coned to suit the Lima bearing surface. Camco and North Yard have now released suitable axles for Lima wagons. The addition of brake shoes is optional so all that is left with the chassis is to paint it. I used the older SAR colour of dark grey.

Now for the tank itself. You could build a tank to suit but I didn't want to do all of that rivetting on plastic, hence the use of the Slater's kit. Use five pieces of scale 9" square wood to represent the tank supports. Mount one across the centre of the chassis, then the outer two spaced 6" in from the end of the tank. The remaining two are at the quarter lengths of the tank.

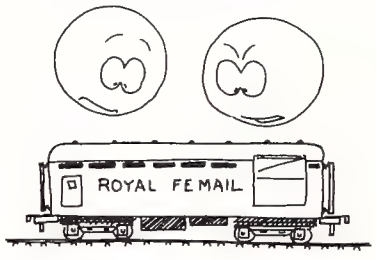
Assemble the tank but carefully remove the filler hatch as you will need to fit a cylindrical water filler from a loco tender here or else make your own from knitting needle and a thin plastic washer. Add hinges and handle. Paint the underside of the tank now because you won't be able to later.

When the paint is fully dry, carefully mount the tank onto the supports. This should leave two equal platforms at the end of the tank. From Plastruct T section, cut pieces to go from the top of the chassis to a scale 3" above the tank top and glue these on each end and 24" in from each side. As shown from the photos of the top of the small capacity rectangular gin, the tank is held on by rods bolted between these uprights. You could use the thinnest possible wire or Slater's plastic rodding but it didn't look right to me so I used a very narrow strip of paper to represent a flat strap.

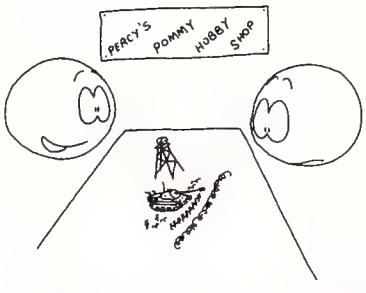
The vertical T section extends across the narrow platforms and onto the end sills which is very fiddly work but looks effective. Complete the supports with a triangular piece cut to the width of the platform and extending halfway up the tank. The ladder is brass stock with a couple of rungs removed and the ends rounded over and glued into the top of the tank.

Paint everything a matching grey. Decals can be found amongst steam loco data. Unfortunately, mine are a mixture and I don't know which sets they came from. Happy hunting.

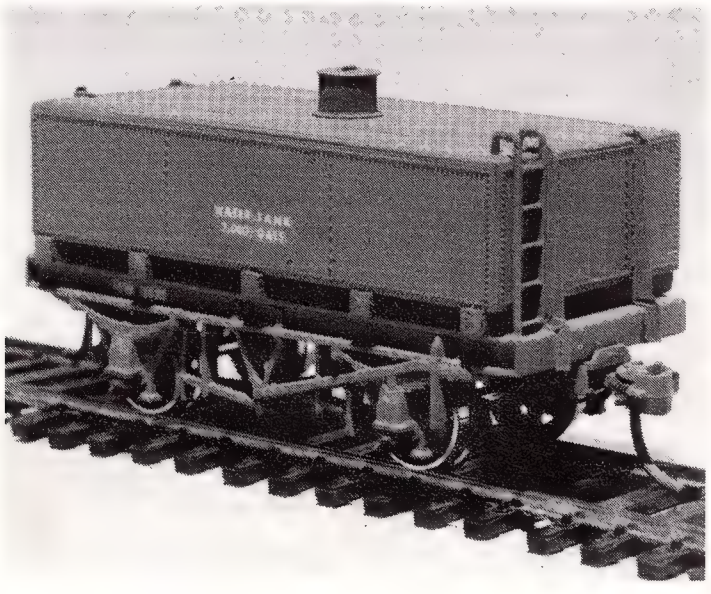
The outlet pipe has hoses attached on each side but I haven't found a realistic way to make a 9" canvas hose so it has not been fitted as yet. ▪

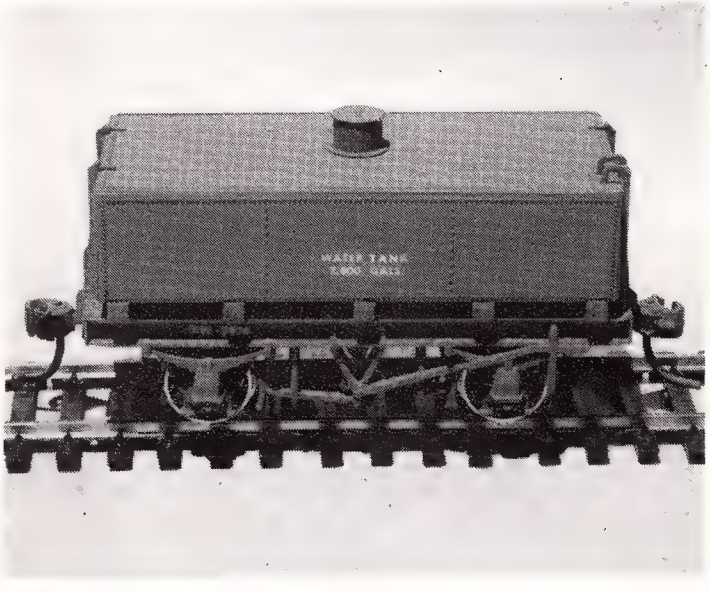


"Feminists!"



"New Hornby R1981 'Footy Special' with dogs, barbed wire and a tank!"





MODEL RAILWAY CLUBS in AUSTRALIA

1984 Listing

Listed below are the Model Railway clubs active in Australia and seeking new members.

Intending new members should contact the club secretary for further details.

Clubs seeking listing within this column (which will be published yearly in the December issue) should send relevant details to 'Club Listing', SCR Publications, PO Box 4, Little Bay, 2036. To ensure details are current, listings will only be accepted between June 1 and the deadline of October 1, 1985.

NATIONAL ASSOCIATIONS

Australian Model Railway Association. Federal Secretary: Norm Read, 3 Augusta St., Strathfield, 2135. Active branches in N.S.W., Victoria, Queensland and Western Australia. A bi-monthly magazine is produced along with standards and other information to help the beginner.

National Model Railroad Association — Australian Region. Secretary: Phil Knife, PO Box 155, Baulkham Hills, 2153. Active in all states and New Zealand.

Southern Cross Model Railway Association. Secretary: Trevor Moore, PO Box 317, Epping, 2121. Active branches in N.S.W., Victoria and Queensland. A bi-monthly magazine (Australian Model Railway Magazine) is produced, along with standards and recommended practices to assist all modellers of all prototypes.

AUSTRALIAN CAPITAL TERRITORY

A.C.T. Model Railway Society Inc. Meetings at A.R.H.S. Museum Site, Cunningham St., Kingston. One weekday meeting and one Saturday afternoon meeting each month. Secretary: Mike Gellard, PO Box 123, Kingston, 2604. Specialty — HO, OO, N, American, Australian, Continental and British.

NEW SOUTH WALES

Australian Model Railway Association, Nepean Sub Branch. Secretary: Mike Guest, 31 Birch St., St. Marys, 2760. Ph (02) 623 5912.

Australian Model Railway Association, N.S.W. Branch. Meetings 1st & 3rd Saturdays (2pm) and 2nd & 4th Fridays (7.30pm) at the clubrooms, Chapel Lane, Rockdale (Ph.02 591899). Secretary: Chas Warren, PO Box 194, Rockdale 2216. Specialty — all scales and prototypes.

Dubbo Model Railway Club. Meetings every Saturday night (8pm) in club pavilion, Dubbo Showgrounds. Secretary: Jack Grant, 36 Sturt Circle, Dubbo, 2830. Ph (068) 82 1341. Specialty — Catering for HO/OO/N All prototypes, Australian, British and American.

Epping Model Railway Club (S.C.M.R.A.). Meetings at 8pm on Friday evenings (2 a month) in the Epping area. Secretary: David Blunden, PO Box 317, Epping 2121. Ph (02) 86 3432. Specialty — club layout, HO scale NSW prototype but other scales and prototypes welcome.

Lake Macquarie Live Steam Locomotive Co-Operative Society. Meetings held 2nd Friday night of month at clubrooms off end of Velinda St., Edgeworth, 2285. Secretary: Box 40 PO, Edgeworth, 2285. Specialty — Live steam in 3½", 5" and 7" gauges.

Marklin Modellers of Sydney. Meetings held the last Friday of every month. Contact: Peter Heininger, 16 College St., Balmain, 2041. Ph (02) 818 4887. Specialty — All 3 scales.

Model Traction Association. meetings on 1st Friday of February, May, August and November in member's homes. Secretary: A.W.Perry, 241 Carlingford Rd., Carlingford, 2118. Ph (02) 871 8393. Specialty — Tramways, trolley-buses and electric railways of all types and scales.

Newcastle 'N' Gauge Model Railway Club. Meetings first Monday of the month (7.30pm) at Uniting Church Hall at Cardiff. 2 Saturday running days every month. Secretary: Geoff Horne, Box 317 PO, Cardiff, 2285. Specialty — Club layout, scale State Rail but all other welcome.

Prospect Model Railway Club. Meetings at 'The Jam Factory', Roper St., Colyton, 2760 on the 2nd & 4th Saturday evenings and alternate Friday evenings (8pm). Secretary: PO Box 357, St.Marys, 2760. Specialty — Constructing large HO & HOn3 layout, mainly U.S. prototype.

Southern Cross Model Railway Association. Eastern Division. Meetings on 2nd Saturdays of month at members homes. Vice President: Trevor Moore, PO Box 317, Epping 2121. Ph (02) 863522. Specialty — All scales and prototypes welcome.

South West Rail Group. Meetings held Saturday night monthly at AMRA clubrooms, Rockdale. Contact: James McInerney, 14 Angelo St., Burwood, 2134. Ph (02) 747 5894. Specialty — Mainly N.S.W.G.R., also caters for rail photography, rail preservation and full size enthusiast interest.

Sydney Model Railway Society. Meetings every Monday 7.30pm at Arncliffe Railway Station clubrooms. Secretary: Dennis Sherring, (02) 579 4664. Specialty — HO scale Australian layout.

Warrimoo Model Railway Club. Meetings every Saturday night 7.30pm (except first week — Friday night) at 7.30pm. Secretary: Ian Heather, 1 Pellion St., Blaxland, 2774. Specialty — Running a permanent layout.

Wolgan Valley Railway Group. Meetings first Tuesday of month at A.M.R.A. Clubrooms, Chapel Lane, Rockdale. Secretary: G.F.Gerard, PO Box 252, Eastwood, 2122. Specialty — HO modelling of the Wolgan Valley Railway.

Wollongong Model Railway Club. Meetings every Wednesday evenings (8pm). Secretary: Lyndon Spence, 53 Springfield Ave., Figtree 2525. Ph (042) 715386. Specialty — Australian and American prototype. Large HO scale layout.

QUEENSLAND

Australian Model Railway Association, Queensland Branch. Meetings at the clubrooms, South Brisbane Station, Grey St., South Brisbane on 1st, 2nd & 4th Thursdays (7.30pm) and 3rd Saturdays (2pm) of each month. Secretary: B.Mawson, 8 Woburn St., Woodridge 4114, Ph (07) 209 2027. Specialty — All welcome.

Mackay and District Model Railway Club. Meetings 4th Tuesday of every second month (7.30pm) at members homes. Secretary: David Puckering, 12 Stockbridge St., Mackay, 4740. Ph (079) 57 6218 Specialty — Finalising HO club layout construction and scratchbuilding Queensland locomotives.

Rockhampton Model Railway Association. Meetings every Tuesday night (7.30pm) at Room 2, Walter Reid Cultural Centre, cnr Derby and East St., Rockhampton 4700. Secretary: Graham Merritt, 9 Duffy St., North Rockhampton 4701. Specialty — HO, OO & N scale layouts.

Southern Cross Model Railway Association, Sunshine Division. Meetings on 2nd Saturday afternoon of month at members homes. Vice President: Max Chaseling, 10 Merlin Tce., Kenmore 4069. Ph (07) 3784462. Specialty — All welcome.

SOUTH AUSTRALIA

Blue Lake Model Railway Club. Meetings held on alternate Mondays in Art Display Car No.2 on Australian National land adjacent Wehl St., crossing, Mt. Gambier. Secretary: A.W.Balnaves, Box 166 PO, Penola, 5277. Ph (087) 37 2239. Specialty — HO layout under construction.

South Australian Railway Modellers Association Inc. Meetings held every Wednesday night of the month at the clubrooms on Australian National land at Mile End. Secretary: W.H.Lewis, PO Box 1783, GPO Adelaide 5001. Ph (08) 3824998. Specialty — HO predominantly South Australian.

Whyalla Model Railway Society Inc. Meeting held every Tuesday night in the Fisk Street clubrooms, commencing at 8pm. Secretary: Mrs. J.M.Phillips-Smith, PO Box 729, Whyalla. 5600. Ph (086) 45 0679.

TASMANIA

Hobart Model Railway Group. Meetings every Monday (except public holidays), 7.30pm at clubrooms. Secretary: John Fielding, Ph (002) 284926. Specialty — OO/HO and N layouts running British, European, American and Australian prototypes.

Launceston Model Railway Club. Meetings every Thursday 7.30pm. Secretary: A.J.Parnell, 17 Outram St., Launceston, 7250, Ph (003) 31 6940. Specialty — Constructing an OO/HO layout.

VICTORIA

Australian Model Railway Association, Victorian Branch. Meetings: General, 2nd Thursday of month (8pm), Running, first & last Sundays of month (2pm) at the clubrooms, 92 Wills St., Glen Iris, Ph (03) 25 7034. Secretary: John Harry, 68 Lahona Ave, Bentleigh East. 3165. Ph (03) 570 4406. Specialty — All scales and prototypes welcome.

Ballarat & District Model Railway Club. Meetings 2nd Wednesday of month (7.pm) at clubrooms, Sebastopol Community Centre, Yarrowee St., Sebastopol. Secretary: Ron Woods, Ph (053) 31 3277 or or (053) 34 1762 AH. Specialty — Club layouts HO and N scales.

Bayside Model Railway Club. Meetings the last Tuesday of month (except December). Secretary: John Roberts, Ph (03) 580 2886. Specialty — Modelling layout is HO/OO and HOn3.

Bendigo Model Railroaders. Meetings: Last Thursday of month, Worknights every Wednesday night at clubrooms, Wills St., Bendigo. Secretary: B.Pianta, Ph (054) 47 8780.

Camperdown Model Railway Club. Meetings held on the 2nd Friday (8pm) and 4th Saturday (1.30pm) in clubrooms located in the Recreational and Theatre Complex, Manifold St., Camperdown. Secretary: Lindsay Bamford, PO Box 82, Camperdown, 3260. Ph (055) 92 5352 or 97 9263.

Corio Model Railway Club. Meetings every Wednesday (7.30pm) at clubrooms, Bakers Oval, Geelong West. Secretary: Geoff Evans, PO Box 166, Geelong, 3220. Ph (052) 78 3881. Specialty — All scales but mainly HO scale.

Eltham Model Railway Circle. Meetings Monday nights at 8pm in clubrooms 'Pineridge', Cherrytree Rd., Panton Hill. Secretary: Ian Deans, 19 Tower Drive, Greensborough. 3088. Specialty — HO scale club layout under construction.

Melbourne Model Railway Society. Meetings held on the 2nd, 3rd, 4th or 5th Friday (8pm) at the clubrooms. Secretary: John R. Gardner, PO Box 105, Ashburton, 3147. Specialty — Large HO/HOn3 layout running VR and other prototypes.

Southern Cross Model Railway Association, Victorian Division. Meetings on 2nd Saturdays of month at members homes. Vice president: Ian Pearson, 8 Arthur St., Surrey Hills, 3127. Ph (03) 898 1109. Specialty — ALl prototypes and scales welcome.

St. David's Model Railway Society. Meeting on the 2nd and 4th Saturdays in the month (2pm) at St. David's Anglican Church, 1111 Doncaster Rd., East Doncaster. Secretary: Don Cooper, 44 McKenzie St., East Doncaster. Ph (03) 842 2685. Specialty — Building HO layout and N gauge portable layout.

Warnambool Model Railway Club Inc. meetings held on 2nd Tuesday of month (7.30pm) at 2 Merrivale Drive, Warnambool. Secretary: Brian J. Trenery, C/-Post Office, Caramut, 3274. Specialty — American, British, European and V/Line HO.

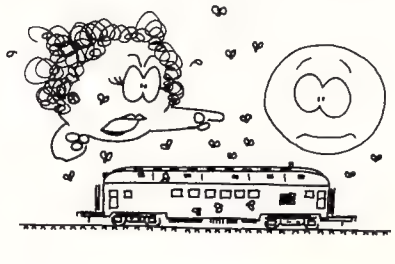
Waverley Model Railway Club Inc. Meeting Thursdays (8pm) at Ashwood Hall, Electra Avenue, Ashwood. Secretary: Chris Cochrane, Ph (03) 729 7018. Specialty — HO/00 and N scale club layouts. All prototypes.

WESTERN AUSTRALIA

Australian Model Railway Association, Western Australia Branch. Meetings at clubrooms, Meltham Railway Station building every 2nd Monday and Wednesday nights at 8pm and every 2nd Saturday at 2pm. Secretary: J.Martin, PO Box 60, Maylands 6051. Specialty — All scales and prototypes welcome.

Fremantle & Districts Model Railway Association. Meetings in clubrooms, Fremantle Railway Station (old parcels office), every Wednesday at 7.30pm and every Saturday at 2pm. Secretary: Bill Goulding, 35 Gubower Rd., Mt.Pleasant, 6153. Ph (09) 364 3677. Specialty — Club has HO, OO, EM and N layouts.

The Great North Western Model and Miniature Railway Society. Meetings each Wednesday of every month. Secretary: Norris G.Cooper, Box 188 PO, Karratha, 6714. Ph 091 85 1191. Specialty — HO/OO and 184mm.



"Either that dining car goes or I do!"

BALLARAT – 1984

by Paul Richie

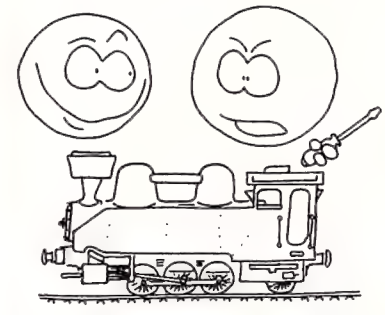
The Ballarat and District Model Railway Club and Wendouree Apex held their second Model Railway Spectacular over the Queen's Birthday weekend.

On display were club layouts from a large area. HO was represented by large Modrail layouts from the Victorian Division of the Australian Model Railway Association and the Corio Model Railway club, medium HO layouts from Castlemaine M.R.R's, and Blue Lake Model Railway Club and a junior HO layout from Ballarat Model Railway Club. HOn2½ was represented by Camperdown Model Railway Club, N scale by Bendigo M.R.R's and Ballarat and District Model Railway Club and an O scale tinplate by the Hornby Railway Collector's (Ballarat members). Also on display were exhibits of live steam models constructed by members of the Ballarat and District Society of Model Engineers while a scratchbuilding demonstration was manned by Corio M.R.C. members.

Among the privately displayed layouts was the magnificently detailed HOn2½ layout exhibited by Chris and Bill Dell. The other private layouts were owned by members of the Ballarat club. There were two N scale layouts which showed different styles. A small HO U-drive was there for the young ones to have a go, and a small L.G.B. layout which showed the largest models readily available. Making its debut was a medium sized HO V.R. layout which was still under construction. This layout featured Moe in the period when the narrow gauge (2'6") was still in residence.

The large range of Broad Gauge Bodies products were displayed in a showcase while prototype information was supplied with films and displays by the Australian Railway Historical Society and Ballarat Tramways. Displays by Castlemaine and Maldon Preservation Society, the Railfan Shop and a local hobby shop made up the displays.

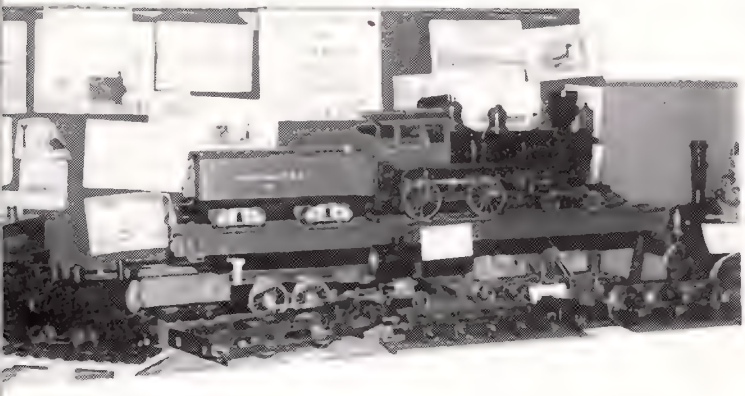
A painting competition was run for the local children, the subject being 'My Favourite Train', The prizes were train sets donated by local toy stores. ■



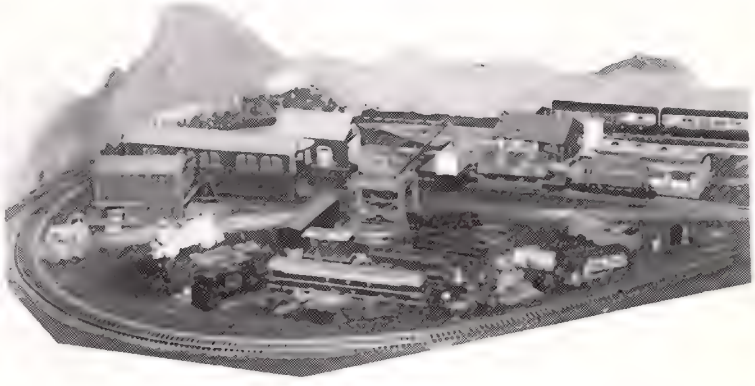
"Kindly stop calling it a 'Two Pot Screamer'!"

Two views of the detail on Bill Dell's magnificent HOn2½ layout, the Fingerbone, Deadwood & Lizard Creek.

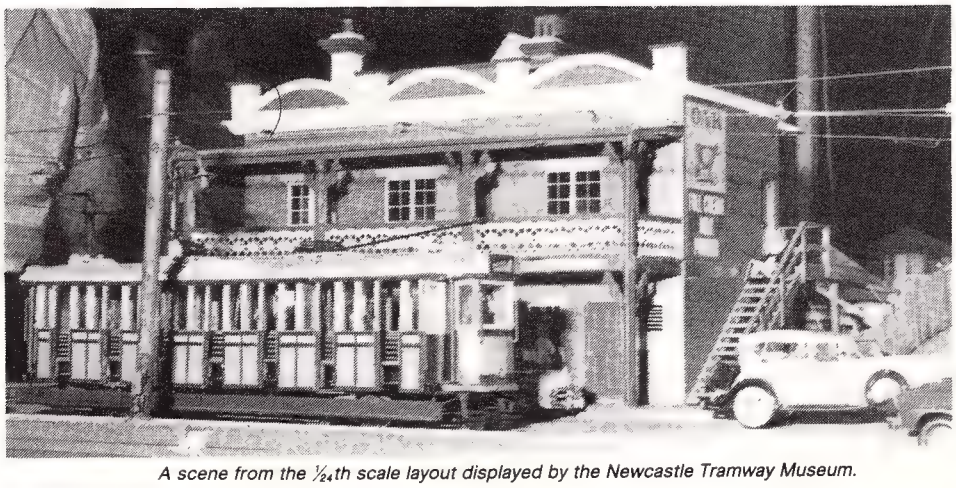
A new layout on the local prototype scene — Moe. The layout is being built by Paul Richie.



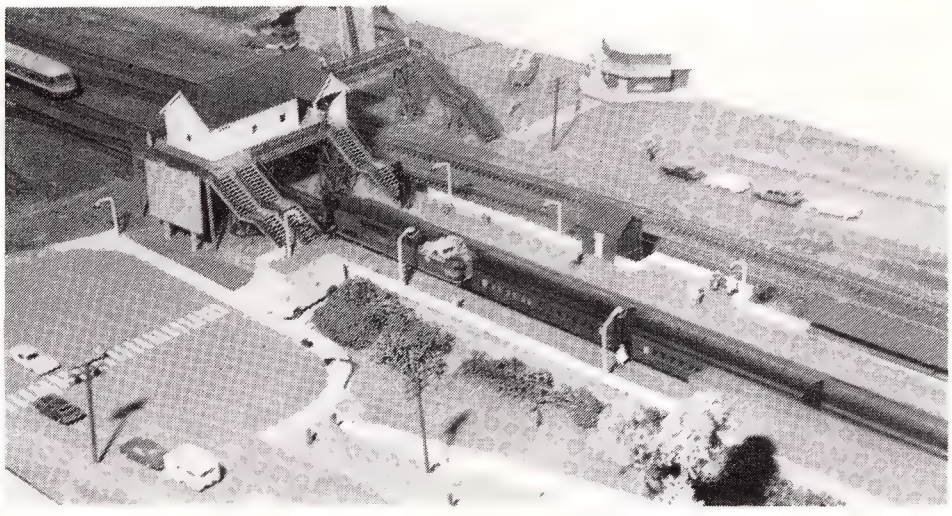
The display by the Ballarat & District Society of Model Engineers.



The scrap yard on the Ballarat Model Railway Club Junior layout.



A scene from the ¼th scale layout displayed by the Newcastle Tramway Museum.



Waratah — a new N scale layout that displayed a wide variety of NSWR prototypes.

NEWCASTLE — 1984

by Bob Gallagher.

The inaugural Newcastle Model Railway Exhibition run by the Combined Hunter Region Rail Modellers Association was held over the weekend of September 8th and 9th, 1984 at the Newcastle Police Boys Club, situated in Broadmeadow, just down the road from the famous locomotive depot. This exhibition was somewhat different from other exhibitions in that it was organised by a group of clubs and individuals, it published an illustrated exhibition guide and it had a number of sponsors, some of whom participated in running the exhibition. One of these was not a railway modelling fan! The organisers ran, in conjunction with the exhibition, a competition for models, with cash prizes.

The entrance to the exhibition featured the facade of a tram car cab. Yes a Newcastle tram, what else. With exhibition guide in hand it was off into the hall, and the displays, the layout of which was designed to allow a smooth flow of patrons. This was enabled by barriers around the exhibits forming one way passage . For this purpose it was great, but for the individual who tries to dart back and forth between displays it was a hindrance.

Layout of the various exhibits was good, with commercial and operating layouts being situated so that the public had the opportunity of observing the overall variety in the hobby without concentrating on too much of one aspect. Without doubt the 6,000 plus visitors enjoyed themselves, as did the many operators.

The commercial side of the hobby was represented by a number of stands, none more prominent than the old stalwart, Vic Barnes of New Lambton who had on display, and for sale, a large number of specialised products for the railway modeller. Vic Barnes Cycle and Model Train Centre was joined by Mainly Military who specialised in modelling tools and machinery. Iron Horse Hobbies not only displayed and sold their large range of (products which includes Friedmont and MRC kits as well as Scenimat), but also displayed a working layout which featured N.S.W.R. HO scale prototype models, including the recently released Trax MHG guards van and the pilot model of the soon to be released Trax 48 class diesel. A display and sale of railway orientated books made up the commercial stands. There is little doubt that these stands were a highlight of the exhibition, for a rather large number of people were seen around the hall carrying lengths of track — was it on special?

To the layouts . . . and what a display for a so called provincial exhibition. The most memorable was Warren McLean's new layout which featured American HO/HOn3 models as only Warren knows how to display them. Scenery from floor to ceiling, trestles, bridges, cliffs, mountains, spiral, etc., etc. The layout was not working up until at least mid afternoon on the Saturday, but it was still impressive. It was due to be displayed in the Sydney exhibition, four weeks later, so the city folk would have something to look forward to. Hopefully the photographs accompanying these words will be descriptive enough to show one and all how good this layout is. If not we may have to twist Warren's arm to tell us his secrets. With modellers as good as Warren actively involved in the hobby in Australia, we would not seem to need to import the specialists to 'tell us how', for our home grown are as good as the imported ones, if not better.

Another superb display is the tram layout exhibited by The Newcastle Tramway Museum. Featuring ½₄ scale models this layout has appeared in the Sydney exhibition, where it took some of the awards back to Newcastle. Basically it is a circle of track, part single, part dual. Two trams contra- rotate the layout, one automatically waiting for the other when approaching the single line section. The layout is adorned with numerous vehicles and a number of very impressive structures. A layout deserving considerable coverage in AMRM; is anyone available to prepare the text?

The NSW scene was represented by the HO layout operated by Peter Moses and Bob Donaghy. Mallee Creek is a two level layout that automatically runs prototypical trains around its four circles of track. It is of modern style in that it was running many

CLIFFORD QUARRIES PTY. LTD.

continued from page 35.

of the side of the tunnel. Check that it fits neatly between the structures and that the angles are correct. Place this over the corrugated iron and cut to the correct height and shape. Next cut into 3'6" widths and glue into place, making sure the iron does not protrude above the top piece of timber as it will cause problems when attaching the roofing.

Cut eight sheets 5' x 3'6" for the roof of the tunnel section and fix into place starting from the top and working down. A little filing to angle the end edges near the walls will be necessary to get the iron square.

For the ridge capping I used a medium weight paper cut to a scale 1'6" width. Fold the paper in half down the centre to form a 'V', cut to the lengths required and fix over the peaks of the roofs with ACC cement. At the ends of the roofing 20 gauge wire is bent to the angle of the roof ends and glued to the bargeboard and roofing iron.

Weathering the Roof

I wanted a light grey dull look on the iron roof with a little rust here and there. While I did not get the exact effect I was hoping for, it is acceptable and can be redone later if necessary.

Mix a small portion of light grey paint with plenty of white paint in a mixing bowl or jar. Paint all the iron surfaces with this mixture then with the same brush dab some white paint here and there to further lighten the colour. While the paint is still wet, wash over all the iron with thinners that you use for cleaning brushes; the dirtier the better. Use a different brush for this or clean the other first.

The thinned paint will gather at the ends of the iron and should be wiped off with a dry brush.

When the paint has dried for a few days, wash over again with more of the dirty thinners and then add the rust spots and runs. Rust at the edges of the upper roofing can be continued on the main building roof directly below. The roofing iron on the prototype is relatively free of bad rust so I did not overdo the model. The completed building can be seen in Photo 12.

All over . . . well not quite.

A lot of little detail can be added to suit your own requirements. I have not done so now for several reasons: I would like to study the prototype for a little longer and waiting to complete the extra detail would only delay the article.

This is only my second attempt at scratchbuilding a structure from a prototype and I'm very happy with the results. I have found that if you make small errors during construction, try to turn them to your advantage first — it helps to lessen frustration and can even enhance the final result. ■

'candy stripe' vehicles, also modern locos including four SJM 47s which were only released a few weeks ago (where do they get the time?), and modern (very long) trains. It was not however September 8, 1984 SRA of NSW operation, for there were no N.V. block coal trains to be seen. (What's N.V.? No Van!). This is an entertaining layout that has brought the cause of Australian models to the fore on many occasions.

The other notable HO scale layout on display was exhibited by the Dubbo Model Railway Club. This modular 17' x 9' layout, of freelance design represents many different sections of the NSWR system, it also gives the general public a display of a large range of rolling stock including modern and not so modern locomotives.

N scale was the force of this exhibition, there being three featured, and all were representative of the local scene, and the various applications of N scale. Kingstown, exhibited by Keith and Annette King, is a 9' x 6' transportable layout that is European in style in that it tries to cram as much track and models as possible onto the baseboards. Towns, farming, loco depots, etc., its all there, as were the many different models. Some licence had been taken with the accuracy of the various models but all looked like their respective prototypes and thus the layout must be considered a real success. This youthful family must be congratulated on their effort.

Waratah was displayed by the Newcastle 'N' Gauge Model Railways Club, which was formed some three years ago. The layout is based on the well known suburb of Newcastle, Waratah in a time period which is not specific. Scenery detail was basic, indicating the early age of the display, but it showed a tremendous growth potential. A feature was a burning picture theatre, complete with fire trucks. Rolling stock on this layout included XPT, coal trains (naturally) including both bogie and four wheel stock, a CPH and a two car diesel set. If this layout is a gauge to the growth and standard of the local prototype in N scale, there is be plenty to be proud of.

Finally, for N scale, there was Dungog, another layout based on a NSWR area, displayed by Kim Armstrong. Although only partly completed Dungog displayed tremendous potential both operation and scenic wise. It is based on the 1950-1960 period, and featured a number of steam engines, some of which had questionable parentage. This layout will, without doubt, grow into a scenic wonder, as each section of the layout is completed. We look forward to seeing, and hopefully reporting, on these layouts' future progress.

The fun side of the exhibition was supplied by John Bell with his narrow gauge layouts, the most memorable being the kidney shape, which included the tourist train. This collection of oddities gave its passengers the choice of many activities including exterior garden (railway) bar. It was noted however that there was not direct connection between the bar car and the toilet cars, so either the patrons had very good control, or the engine driver must have had to stop quite frequently as the trip grew older. All jokes aside these displays indicated what can be achieved in scenery detailing with commercial components.

The standard of the competition entries was very high and the results are printed elsewhere in this report.

In summary, the CHRRMA must be congratulated for their efforts, it was an interesting and entertaining exhibition. For those who also like rail travel, the trip up (down) on the XPT, returning by interurban electric from Sydney made quite a pleasant day. Well done boys, we'll see you again next year. ■

Competition Results.

Best Locomotive:	1st	F Class Tram (O)	Steve Cornish
	2nd	U.P. Gas Turbine (HO)	Hank Pelzer
Best Rolling Stock	1st	ARX Wagon (HO)	Charlie Agland
	2nd	DOT Tanker (HO)	Charlie Agland
Best Structure	1st	Timber Bridge (HO)	Warren McLean
	2nd	Stockrington Pit (HO)	John Dewar
Best Diorama	1st	Wooden Culvert (HO)	Warren McLean
	2nd	Somewhere in NSW (HO)	Charlie Agland
Best of Show	1st	Prison Tram (O)	Steve Cornish
	2nd	Diorama (HO)	Warren McLean
Best Layout	1st	Newcastle Tramway Museum (½" to foot)	
	2nd	Dungog (N)	Kim Armstrong
Public Choice Best Layout		American Dual Gauge (HO)	Warren McLean

This delightful scene was one of the entries in the diorama contest.

This model of an F class prison tram, built by Steve Cornish was awarded the Best of Show award in the modelling competition.

This very highly detailed and weathered cement hopper, built by Charles Agland, won Rolling Stock section of the modelling competition.

Loco depot scene on the Dubbo Model Railway Club layout.

An ideal way to set the scene for the exhibition — the ticket sales desk.

The Overland passing through Menangle. This feature train which travels nightly between Melbourne and Adelaide is often late and thus has collected the name the Overdue. No, the driver is not lost, for this year, on the Saturday and Sunday, Menangle featured a large number of Victorian Railway prototype trains.

Melton Bridge – a superb O scale layout. This scene illustrates just a small section of this realistic diorama style layout.

Late Saturday night at the exhibition. This scene illustrates how big the new venture is.

SYDNEY – 1984

A Personal Impression by Roger Johnson
Photos by Bob Gallagher

This is the first Sydney Exhibition I have ever attended and, despite being terrified of leaving the ground, the 1000 mile flight necessary for me to attend was well worth the nervous dispepsia. In short, the whole weekend was an inspiration for my modelling future. As a NSWGR modeller I tend to feel a bit left out in South Australia.

This year the venue had been moved to the Gough Whitlam Hall at Liverpool. I couldn't compare it to the previous location but the hall was certainly a much better venue than those of the other exhibitions I have attended. Most halls suffer either from lack of space and/or odd shapes; not so Liverpool. The exhibits were organised so that very wide aisles existed, ending the inevitable bottlenecks associated with the normal exhibition. The hall had good lighting and most stands provided extra individual lighting. The car parking arrangements were adequate and were just able to cope with peak crowds. The weather was cool and overcast which was a bonus. If it had been raining the grass car parks may have been in trouble.

Barriers around each layout were of plastic chairs clipped together. These proved to be both a blessing and a curse. The chairs were set with the seat on the public side. This meant that small children could stand up to see, which created a problem if little fingers weren't kept off the layouts. If the chairs were pushed away or turned around the quality of viewing dropped. Anyway, mums were thankful for the chairs as the day dragged on and they and their offspring weren't able to keep up with dad's enthusiasm. Obviously, a reserved and well advertised small area for the ladies to park their anatomies to give their legs a rest is a must in a well organised exhibition. Despite more women modellers, it is still mainly a male occupation.

On the negative side, all the 'best layouts/exhibits were grouped nearest the door. As with all exhibitions, there are good layouts and not-so-good layouts. Each one has to be viewed as an entity and this is not possible when all the best are grouped and the others are left to their own devices.

To write this report I visited each layout and exhibit and made notes of several aspects I noticed. When I had finished I sat in a (relatively) quiet corner and wrote a rough report on what I could remember. Afterwards, I again viewed each item to see if what I had written had changed and, if so, why. This occurred over two days and I still stick by what I write.

Of the layouts, five came instantly to the front as the 'best', all for different reasons. My first choice went to Melton Bridge, an O scale Midland Railways branch line terminus. I realise I could be guilty of the crime of bias but this layout in my opinion had the best locomotives, rollingstock, buildings, scenery and period 'port- rail'. All movements were at prototypical speeds and the whole effect was marred only slightly by the prototypical rush at train arrival or departure time; little else happened between. Only the running commentary, which was used to point out the correct operational procedures to the mainly non-railway public, managed to alleviate the 'oh-so-well-known' boredom of waiting for the train.

The reason this layout attracted me is typified in a small section of the scenery. A small flock of sheep had been modelled. These sheep were the typical English 'long hair and tail' variety and had a shepherd walking the flock. So well were the sheep sited across the roadway, each in a different attitude, I fully expected to hear the baa-ing. The remainder of the scenic pieces were to the same standard and showed well that a small number of dioramic scenes can be used to better effect than by overcrowding the area with all sorts of gimmicks.

Dartmouth was a 4mm scale GWR similar to the previous one. This layout had more movements than Melton Bridge, but I gave it my second choice initially because they had attempted a train movement/sound synchronization which wasn't entirely successful. Of course, practice made perfect, but my

mind was made up by then. There was little to pick between these two layouts and on neither layout could erratic running qualities be detected.

The next layout to take my fancy really shouldn't have. It was everything I dislike in a layout. The Spring Valley and Western was an American multi-gauge, multi-tiered logging layout. Unfortunately, this layout was non-operational for a long time due to unresolved electrical problems. One can sympathise with the exhibitors as they became more frustrated with their lack of success. The moral here of course is to allow extra time for de-bugging in the planning stage. This layout demonstrated well how minor problems at the early stages of construction have a habit of telescoping into the de-bugging time allowance.

I commended this layout primarily for the scenery and the excellent blending of backdrops into low relief hills, enhancing the three dimensional qualities. The multi-tiered structure gave excellent opportunities for many tunnels and bridges, opportunities that were utilised to the full. Despite all the effects expended on the layout, it failed in one area and that was in the construction of the main trestle bridge to a design which was mechanically unsound. In real life this bridge couldn't support itself — never mind a locomotive — and this was really the centre piece of this layout. With the correction of the bridge design and the electrical faults, I think this layout will be seen again as a winner as well as a crowd puller.

Another layout which was in my top five was Crafton, a layout based on the latter period of the NSWGR. Although basically a circular construction, the scenicked area was well thought out and executed. I felt at home viewing the cycling postman deliverying letters to a domestic letterbox while being chased by a dog. (Yes, I am a postman in a part-time capacity.) The engine shed and signing-on hut were also assembled with a feel for the prototype. This was the only NSW layout operated by mainly steam power. I claim to be biased here as I am not yet into these 'steel wheeled trucks on rails'.

Then there was Menangle, showing its age a little, featured not for its own sake but as the centre stage for some beautiful Victorian models. It certainly made a difference to see some non-NSW but still uniquely Australian models. This type of layout is featured in other States' exhibitions but there tends to be a lack of the NSW following at these. Maybe there is a point to be made here.

Of the remainder of the exhibits, I did notice little things of each one which stuck in the mind. One was the Hurstville layout. This captured the inner suburban grottiness I have always associated with Sydney. No matter how I write that, it never seems to come out as the compliment it is meant to be. I have never been to Hurstville but the comments overheard indicate that people well recognised the place.

On the commercial side, these stands were not as numerous as I anticipated a Sydney show would attract. Certainly Casula Hobbies catered very well for the local modeller, Bill Webb and family kept the European modeller satisfied, and other stands catered for modellers ranging from 'the last of the big spenders' to 'Uncle Scrooge'. Written material was supplied by SCMRA, RTM and AMRA — each complementing the other on local matters. Apparently Bankcard facilities were available at some commercial stands and one was even brave enough to advertise the fact.

At this show I saw some things I haven't encountered before. These included: a practical demonstration of the multi-use Dremel tool (this display beat anything K-tel or Joe the Gadget Man could invent), practical displays of model building (a proud moment for me to see one of my articles in use), a demonstration of scenicking material called Tuft, and models for new railway modellers in the form of a display by the Australian Plastic Modellers Assn.

If I had to criticise the exhibition at all it would be in the following ways. The first concerns the layouts in general. All suffered in one way or another from the shortage of movement. Some were prototypical in that all action commenced and ceased with the arrival and departure of the train. In some cases the use of prototypical speeds meant long periods of inactivity while trains ran from one side of the layout to the other through the marshalling yards behind scenes. I felt that, as the majority of layouts were circular in design for exhibition purposes, more action could have occurred. At the opposite end of the spectrum, a couple of layouts (mainly European for some reason) entertained viewers with hair-raising

The scene to end all scenes — Spring Valley & Western Railroad, by Warren McLean, displayed floor to ceiling scenery and many delightful scenery techniques to produce this huge diorama.

The newcomer, and a great hit at the exhibition was Crafton, a NSWR HO scale layout based on Grafton that was built and operated by Rod James. This scene illustrates the turntable area at the back of loco.

Gerry Hopkins displayed his new HOn2½ scale layout, Franklin County Railroad, and it was up to his usual high standard. The above scene illustrates some of the detail inside the buildings, like the clock and the calendar.

Hurstville, built by Ken Richardson and friends, was displayed for the first time. The layout was built to celebrate the centenary of the railway reaching Hurstville, which happened a couple of weeks after the Sydney Exhibition.

The two car set pulls out of Portan, an HO scale NSWR layout.

A scene from Mount Wilson, displayed by the Epping Branch of the S.C.M.R.A

A layout that impressed with prototype action and interesting description, including sound, was Dartmouth displayed by the British Railway Modeller's Association. Above is the view from the main station area.

While many layouts impressed with size, the display by Arthur Sherwood showed what could be accomplished in miniature, on 6mm gauge track.

cornering with speed-of- sound trains. These speeds were not necessary and detracted from an otherwise good layout. At this point it would be good to remember that the layout which attracted the modeller was not necessarily the layout which attracted the crowd. The younger children were spellbound by some of the gimmicks on numerous layouts. On one layout I remember the public was invited to 'find' the Australian animals. So each layout still had its place.

My other criticisms concerned the catering which, although more than adequate, closed hot meals to the public just as I decided lunch was next, and the Saturday night closing time. That last hour was used mainly for exhibitors to circulate as there was very little public to entertain.

For me the exhibition was brought to a 'jolly end' with a meal and a 'knees up' with a number of participating modellers at one of the local restaurants. Regardless of the comments about feeding from troughs, the party enjoyed meal, wine and song, but sadly missed out on the women.

Now for the difficult part. My comments on how to improve the exhibition. Well, it was apparent to me that all exhibitions are failing in their provision of facilities for 'Joe Public' to part with his money (hopefully, while receiving good value). All transactions are in cash and little thought is given to the use of plastic money. Bankcard, etc. are now a way of life so surely some enterprising exhibit manager will find a way to install instant credit facilities at each stand or as a central withdrawal agency.

A definite plus to me was the compulsory 'Clean Air Act', although some smokers developed a nervous twitch after an hour or so. ■

VICTORIAN MISCELLANY

Broad Gauge Models Shunters Steps

Having fabricated many of these shunter's steps, I finally concluded solder is best. I have found a piece of scrap 50mm x25mm, with a slot cut in it with a fine razor saw, a handy jig for assembling and soldering. Cut out, clean up, bend the step edges and bend the brackets. Put the step on the 2x1 upside down with the side turnup in the slot. Place the bent bracket on the step; this seems to hold everything solid. I then put a drop of flux over the bracket and then solder the bracket to the step using my very old 60W Birko iron. I find I have to cut a new slot every 20-30 steps but I do find this jig helps to make neat, square and solid shunter's steps.

Hugh Budge.

MAILBAG

Continued from page 22.

modelling, as well as interesting articles on the 'full size' stuff.

The only improvement I can think of would be more colour photographs, but I am fully aware of the additional cost for this which could easily make the magazine too costly for the younger enthusiasts.

Keep up the good work!!

Paul Garton,
Dandenong North. 3175.

P.S. I hope I speak for the 'silent majority' as I am not a 'letter writer'.

Sir,

I recently purchased a Stephen Johnson 400 class railmotor and a 500 class trailer. My layout is steep with fairly sharp radius corners and the 400 class can barely pull itself up the hills, let alone its trailer. The grade of the hills is a maximum of 1 in 30 and the sharpest corner is 500mm. Both the trailer and the railmotor have been modified to take 450mm corners so that the wheels don't lock onto the bogie sideframes. I tried weighting the SPUD but this only helped a little and was far from satisfactory.

Can you please help me with my problem?

R.Lamont,
Armidale. 2350.

Can any reader help with this problem? — Editor.

REVIEWS

1985 Calendar by the New South Wales Rail Transport Museum, P.O. Box 31, Burwood. Price: $5.00.

The main reason I have always looked forward to the first day of the month is the enjoyment I receive from turning over to the next month on The R.T.M. calendar. (The other main reason of course is the fact that the house mortgage has to be paid on the last day of the month and the first day of the month is therefore the furthmost one can be from the next one being due.)

Before reviewing any item for AMRM, I always try to establish the criteria by which to judge the item under review.

In the case of the R.T.M. calendar this is not difficult. I always look at photographs from the standpoint of a modeller. I give few points for the technical side of the photography and whilst I have a great love of engines and things 'railway', my main interest in any photograph is for its usefulness as a source of modelling ideas.

With this criteria in mind, a quick look through the seven leaves of the calendar indicated that it is of the usual high production standard expected from the RTM. The photographs cover seven steam, five diesel and two railmotor shots with all but the rear cover in full colour.

From the candy striped 45 to the heavy grime on the lowly standard goods the advantages of a ready source of colour shots are evident providing the modeller, as they do with detail on paint schemes and guidance on weathering.

Lineside details ranging from the modern heavy duty Ulan Line to up country branches are covered whilst wheat silos, coal stages, station buildings and a wide range of geographical features should provide a fruitful source of ideas for the modeller.

In spite of the wealth of detail I was a little disappointed with the 1985 offering. I could not point to any photograph as an outstanding source of inspiration to be filed away for eventual recreation, in part perhaps on a future layout. No photograph created in me the urge to rush out and model that building or adopt that weathering pattern etc. Missing for instance were any shots featuring one or more of the NSW system's many types of bridges and trestles which usually provide such great modelling opportunities. I can't remember the last calendar not to incorporate such a feature.

Still this lack should not be allowed to detract from the overall qualities of the calendar. Any reader of this magazine who studies the different photographs of the calendar should be repaid many times over in ideas for improving his/her modelling — I know I will and it should certainly be added to those calendars from past years as a ready source of assistance for future modelling.

P.S. Oh yes, the calendar appears to have all the months in their right places, and except for a "lost weekend", all the weeks have seven days in them and as a bonus the steam running days at Thirlmere are marked — what more could you ask for in a calendar.

Ron Cunningham.

V.R. NQ bogie open wagon kit in HO scale for 9mm (HOn2½ track by Puffing Billy Models, 11 Dunoon Street, Mooroolbark, 3138. Price: $17.00.

The release of this kit has nicely coincided with that of complimenting brass locomotives and an upsurge in narrow gauge Australian modelling.

The kit came packed in a polyethylene bag with a card header. Despite this, the packing was substantial and would survive almost anything except a drop to a concrete floor. With the labour cost for this packaging it is believed that a minimal card box could cost less and be more substantial for a soft metal kit.

Twenty-odd staples after opening the package, examination of the pieces revealed superb mould quality and detail. Some disappointment was felt with the castings which revealed three defaults: side-shift in the mould of about 5 or 10 thou. resulted in heavy clean-up for assembly, the top flange on the wagons sides did not fit the mould, and some castings were removed from the mould before solidification was complete.

A double sided set of instructions and scale drawings proved most helpful and the inclusion of a colour print of the real thing was a commendable move.

Premature mould removal predetermined that the two truss rod (early) model had to be built. The centre queen posts were smeared and misshapen.

Some difficulty was experienced with the brake gear alignment and this is thought to be because the brake cylinder sits on the underside of the underframe and not up inside as shown in the drawing.

A most pleasing inclusion was that of two spare queen posts. It could be they were to replace the centre two on the frame casting but one of these was used to replace one which could not resist one too many thumbs.

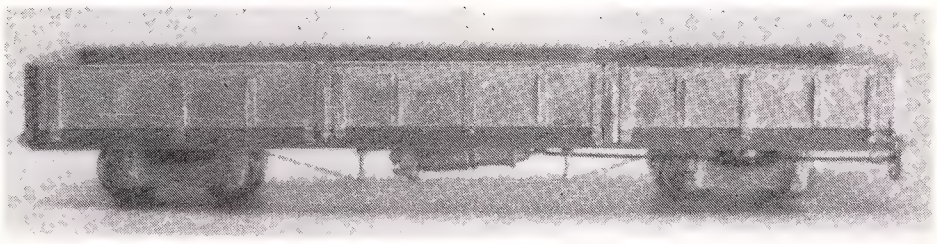
Failure to check length of sides resulted in a half millimetre gap when they were offered up between the ends. A ten thou. styrene packer each end fixed this.

The only other problems encountered were the result of mould shift with pins being out-of-round. Do not expect to build this model in one hour. It must be understood that it is a craftsman kit for those who do not wish to scratch build and it is unlikely that other modellers would have the tools or patience.

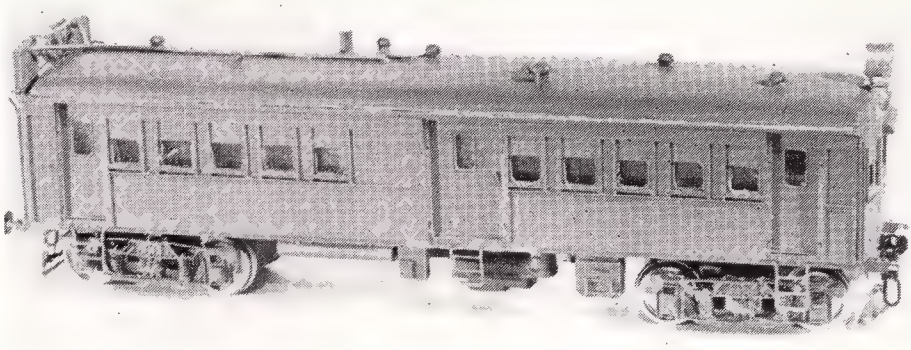
It is for constructive guidance of those wishing to make a good model that the foregoing comments are offered.

This is a difficult kit with a high achievement potential and expands the Australian scene for narrow gaugers.

Max Chaseling.



VR NQ open wagon by Puffing Billy Models.



NSWR CPH by Stephen Johnson Models.

NSW CPH Railmotor kit in HO scale by Stephen Johnson Models, P.O. Box 1534, Orange. 2800. Price: $45.00.

The CPH rail motors were built between 1923 and 1930, a total of 37 being produced by Eveleigh Carriage Works. Over the years they have undergone modification, particularly to the engines and transmissions and finally were diesel powered, beginning with No.14 in 1945. The body has changed little over the years, the main modification externally being the elimination of the crown lights above the windows and it is the final version of the railmotor that the kit represents.

This kit is another of the familar epoxy cast type and comes packaged in a good quality box, accompanied by a comprehensive instruction sheet. This sheet gives a step-by-step description of the assembly procedure so it is intended in this review to enlarge on some of the instructions so as to assist the modellers in obtaining a satisfactory result when building the kit.

When removing the epoxy skin from the windows, it is much easier if a frypan can be used to keep the castings warm. One window at a time is cleaned, the procedure being to cut around the window, and then make diagonal cuts to break up the skin, cuts being made with a 'break-off' type knife, and the small screwdriver used to remove the skin when loose. The side is returned to the frypan after the first window is cleaned and the procedure is repeated with the opposite side or ends.

When fitting the mechanism, extreme care must be taken with the bogie sideframes, as they are very delicate castings. It is felt that it would be desirable for them to be cast in metal.

The etchings supplied for the details are very good and the cowcatchers assemble very easily following the instructions given.

Before the buffers are fitted it is necessary to drill out the holes in the shank and it is suggested that this be done in a drilling machine before glueing the sides to the ends, to ensure the buffers fit in squarely.

Care needs to be taken with the radiators when drilling for the pipework as these are, like the sideframes, very delicate.

In conclusion, the kit produces a good model. Care has to be exercised with the fine detail parts but the finished railcar is very accurate. The only dimensional adjustment made in the kit was to make the bogie sideframes a scale 6" longer to allow use of the Tenshodo power bogie. A substantial lead weight was added to the model and this resulted in improved performance due to positive pick-up of the power supply. A kit that can be recommended for fans of the 'Tin Hare'.

John McKenzie.

Electronics for Model Railways by Ken Stone. Published by Talking Electronics, 35 Rosewater Avenue, Cheltenham, 3192. Price: $3.30.

This is a book of electronic projects for model railways. As the author says, it does not set out to teach basic electronics — it is a book for those who have already acquired basic skills.

Each project represents something well worth considering for a model railway — with the caution that of 16 major 'projects', eight are for the places 'outside the railway fence'. For example, there are projects for pedestrian crossings, traffic lights, advertising signs, etc., along with power supplies, throttles, train detectors and air horns. Those looking for solid stuff on signalling would need to look to the recently published second edition of Paul Mallery's classic 'Electrical Handbook for Model Railroads, Volume 2'. Nevertheless, there is a feast of projects in this book: and as a guide for making your own circuits and being reasonably sure they will work, it is well ahead of the other (far more expensive) books that are available.

The other attractive thing about this book is that it is written in Australia, for Australian modellers. This means that the components are quite readily available here. Further, this book is actually part of a 'package' — the rest of the 'package' is that every project can be purchased in kit form from Talking Electronics. Those only requiring individual printed circuit boards (PCBs) can buy those, too, at quite reasonable prices.

The publishers have already established a reputation for reasonable back-up and advice to purchasers of other general electronic kits marketed by them.

Faults in this book seem to be minor. There is the occasional mis-spelling, the occasional failure to adequately indicate the equivalence of certain components (e.g. an 1N914 diode is the same as a

1N4148 diode; a 10mfd is the same as a 10u or 10uf capacitor (the 'u' being electronic for micra); the 74C14 has another equivalent, the CD4584.)

The PCBs come pre-drilled, with white 'overlay' outlines printed on the 'component' side. I would advise purchase of the relevant PCB for any project that readers choose to build. It takes most of the hassle out of wiring up components.

The fact that the prototype photos that dot the book are Victorian should not deter any Australian from buying this book. I warmly commend it. The book is available in bookshops and larger newsagencies.

Ian Weichardt.

Class 20 Bo-Bo diesel locomotive in OO scale by Lima — sample supplied by Southern Model Supplies, Adelaide, SA.

The class 20 diesels were supplied to British Railways between 1957 and 1968, a total of 228 being built. Powered by an English Electric engine of 1000hp, these locos have proved to be quite successful and have ventured to many parts of the BR system, although mainly based in the Midland and Scottish regions.

The model, which comes in Lima's latest colourful packaging, is the first OO scale model from Lima to be fitted with the new centrally mounted motor driving the two axles on the rear bogie which is also fitted with traction tyres. The sample tested was quite responsive to the controller and although designed to allow hood unit diesels to be modelled, the new motor arrangement is a further improvement over earlier motors.

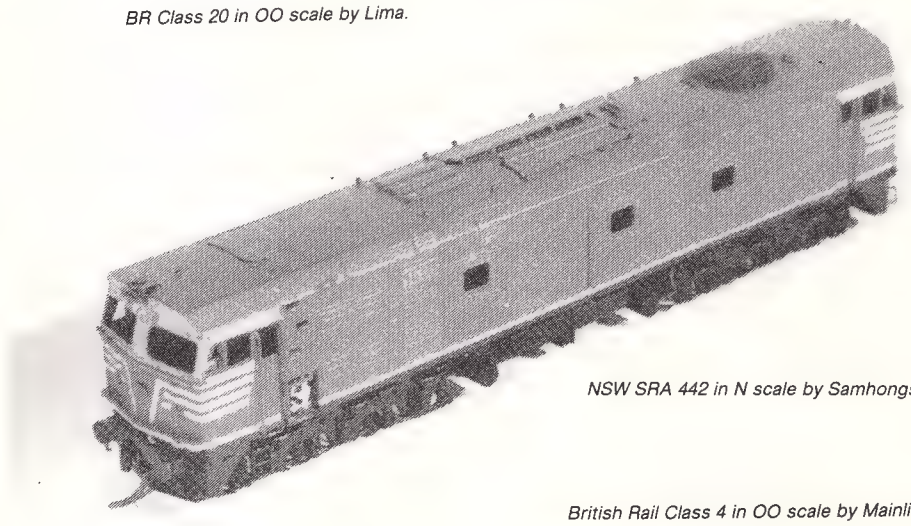
The model scales out quite accurately as to major dimensions and faithfully represents the prototype in its later guise with full headcode panels. The body is rather plain but the necessary grillework is nicely done, particularly the see-through mesh cover over the roof fan. The exhaust outlets are formed completely through the body, something not often seen in models.

The sample was painted in the early BR green livery with small yellow end panels and numbered D8138 (in the older numbering system) but is also available in the latest BR blue colour scheme as 20171.

This is certainly a most useful diesel loco for a British layout, being equally at home in the late steam era as well as the present day.

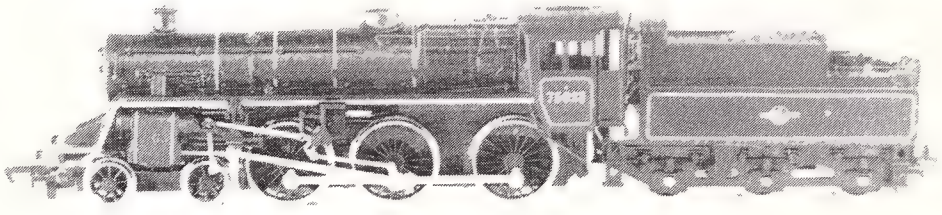
Graham Ahern

BR Class 20 in OO scale by Lima.



NSW SRA 442 in N scale by Samhongsa.

British Rail Class 4 in OO scale by Mainline.



Brass N scale 442 class (SRA NSW) imported by Classic Brass Models (Casula Hobbies, Liverpool) and manufactured by Samhongsa Co., Korea. Price: unpainted $199.95, painted $215.00.

The 442 class Goodwin Alco diesel electric locomotives (Jumbos) numbers 44201-44240 are to be seen on most mainline workings. Articles have appeared in past issues of AMRM regarding these locos.

The model comes in the usual foam-lined box with a small plastic bag of spare parts and is a fine representation of the prototype. All dimensions appear accurate and the overall effect is most convincing. It is constructed in the usual Samhongsa manner — brass fabrication with many etched and cast detail parts. All handrails are formed from fine brass wire and are very neatly applied.

Castings are very sharply defined, especially the five chime horns and the bogie sideframes. The fan shroud on the roof is see-through photo- etched nickle silver and reveals a fan mounted beneath. The diaphragm plates are sprung and MU hoses and other details are affixed to the pilots.

The overall completeness of detail on the loco is at least equal to an earlier HO model 442 from Samhongsa, if not better.

The chassis follows the usual Samhongsa practice. A brass plate upon which is mounted a medium sized open frame five-pole motor (Mashima?) driving through plastic universals to reduction gear towers. I might add that a motor identical in appearance is available here in Sydney for $8.95 and has proved extremely robust. The chassis is secured to the body by four screws.

The gear reduction is excellent — speeds vary from a barely discernable crawl to a prototype- like top-speed. Pickup is via wipers on both sides of two axles on each bogie.

As the bogies are relatively short in wheelbase no problems are encountered on irregular track pick-up wise. Wheels are of nickle silver construction and have quite fine flanges — close to NMRA standards although the wheeltread seems broader. As is usual, all wheelsets were slightly narrower than NMRA gauge. I presume this is to allow proprietary pointwork to be negotiated.

The cab windscreens detract a little from the overall appearance because, as the end castings are fairly thick, the resultant window openings are quite thick around the frames. As the prototype has rubber surrounds, I painted the window frames black and when Krystal-Kleer windows (Micro-Scale) were added the improvement was well worth the effort.

Kadee 1021 couplers will fit without any alteration but as they sit very close in under the diaphragms I would recommend adapting Kadee 1025s to anyone with tight curves or who wishes to double head 442s.

This fine model proved capable of pulling 22 Kadee 40' boxcars (US) and handled 60 Peco four wheelers with ease, so power is quite sufficient.

Overall the loco runs extremely well and matches in with the previously available Bergs 48 class so multiple unit workings are no problem.

The paintwork on the factory painted sample was well applied — the shade of red is close to prototype and the yellow markings are a mixture of decal and paint — again the right shade.

Decals are supplied to enable a choice of three numbers — 44212, 44220 or 4229 — and you could cut these around to get others. The 'L7' white logo seen on 442s is available on AMRI HO sheet #1041 — the smallest size seems close to N scale.

Lubrication and running-in should enhance operation of a fine running model.

Bill Kerr

British Railways Class 4 steam locomotive in OO scale by Mainline. Sample supplied by Intoy Projects, PO Box 33, Spit Junction. Price: $81.30.

The British Railways Class 4 4-6-0 steam locomotives proved to be quite useful machines with their wide route availability. Some were later given double chimneys and/or high sided tenders. At least three examples have been preserved and are running on preserved railways in various parts of Great Britain.

The model is a re-release of one of the first locomotives produced by Mainline. It still represents a locomotive in original condition with single chimney and low sided tender. On this occasion, the model is only available in lined BR black and is numbered 75033.

The look of the model benefits from the better appearance of the locomotive driving wheels, only one of which is fitted with a traction tyre. Wire handrails are fitted and there is the usual attention to detail that one expects from this manufacturer. The commodious cab rather needs the provision of a crew.

The flat black finish gives a good appearance which is assisted by the red and grey lining. In later years, Class 4s became rather begrimed so there is ample scope for weathering if one so desires.

The model ran well when tested, if a little on the speedy side. The motor seems to be more sensitive with an electronic controller.

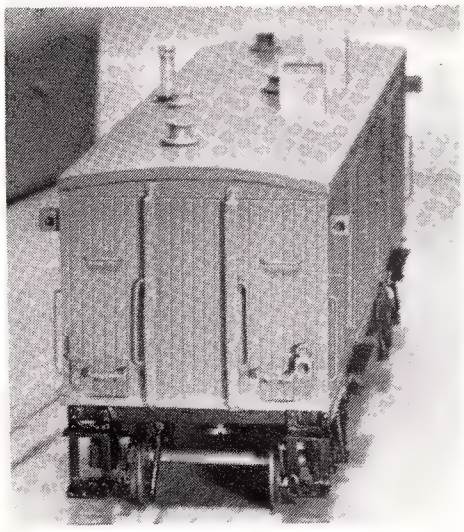
The British Railway standard classes of steam locomotives are not well represented in ready-to-run form so it is pleasing to see the re-appearance of this model. It is certainly a useful locomotive for those wishing to model the latter years of British steam operation.

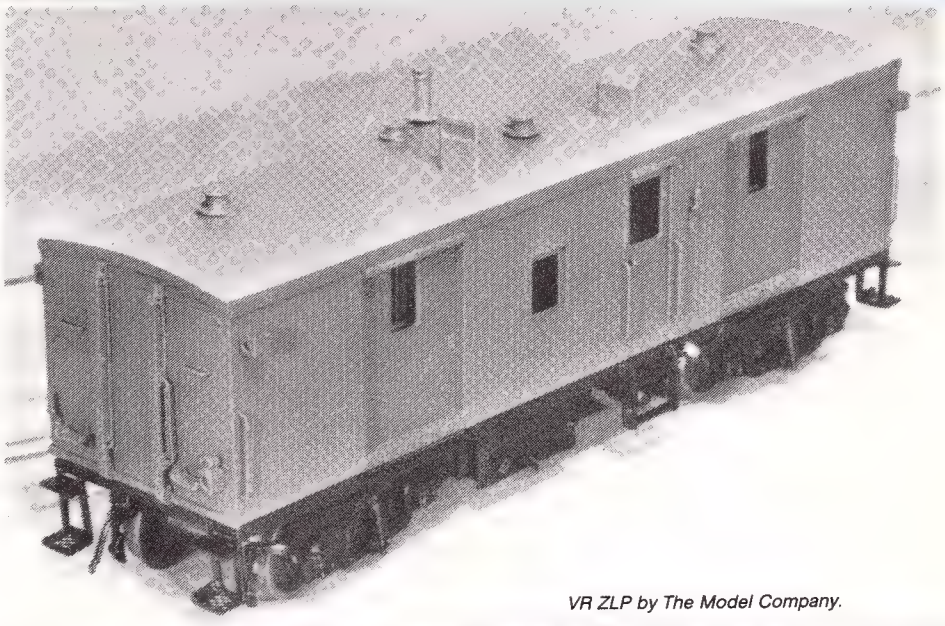
Graham Ahern.

Victorian Railways ZLP guards van in HO scale by The Model Company of New Zealand. Imported by Tyren Distributors, PO Box 144, Coburg. 3058. Price: $97.50.

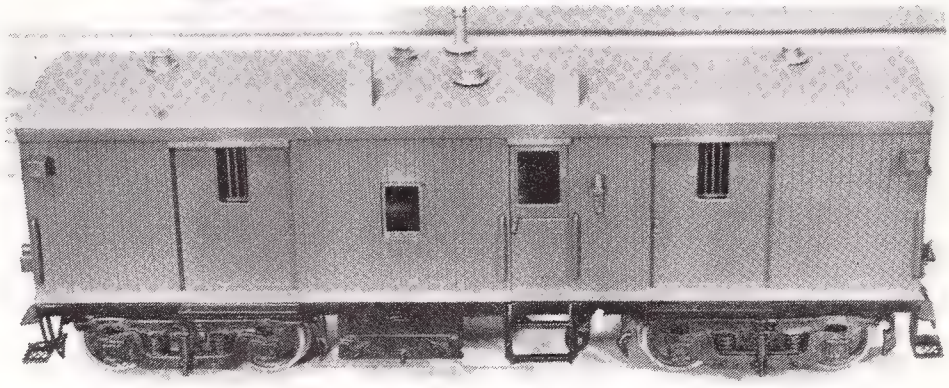
The ZLP is a modern van, the first being placed in service in mid 1961, initially entering service as the ZF van. The 80 class members were all built by the V.R. in various workshops. A list of road numbers and respective builders is included with the model. The ZLP could be described as an unusual looking van, being short in height, width and length. The guard's periscopes overcome this problem by being high extensions from the roof.

The model, as supplied in a foam lined box, is fully painted and provision for lettering has been made by the provision of a decal pack, which includes coding, numbers and other necessary lettering, all printed white on a clear backing. Also included is a detailed





VR ZLP by The Model Company.



information leaflet along with coupler mounting screws and unpainted tail disc. The information sheet supplies most of the information needed to get the model finished and to make any (painting) repairs.

This, the latest offering from The Model Co, is clearly the best model yet to leave the Shaky Isles for Australia. It has been fabricated from brass etchings, punchings and castings. The etch work on the planking and nail/rivet detail is very good. The punching of the window apertures is a definite improvement, as all the windows have straight edges and square corners. Assembly of all the components on body has been completed to an excellent standard, all components being square and in the correct position.

The quality of the individual castings is excellent, these castings include — Marker lights, lamp brackets, ventilators, periscopes, flue, end and side steps and all under gear including battery boxes, water and air reservoirs, brake cylinders, electrical panel and water filler inlets and piping. The highlight of the castings is the shunters steps, which have see through tread. The bogies are those reviewed in a recent issue and they include side shock absorbers and brake shoes, the latter of which appear to be mounted too far from the surface of the tyre tread. One truck of the bogies has been sprung mounted, which allows the model to readily track over uneven track.

The paint job on the model is quite good, and does not blot out any of the detail, especially the nail/rivet holes. The correct colours have been used which is VR freight red on the side, a buff roof and black underframe. Coupler mounting, for a Kadee 5 is correct and the window bars in the freight doors have been recessed to accept acetate sheet windows. The model is an excellent representation of the prototype, and very accurate in all areas.

As mentioned at the commencement of this report, this is an excellent model. The best from New Zealand so far, and quite comparable to any other imported brass rolling stock.

Bob Gallagher.

AMRM NEWS

Compiled by Bob Gallagher.

Well another year is nearly over, and how quickly they go these days. The hobby has had some good and bad times in '84, but it does appear that we are closing the year on a high. Hopefully it will continue into 1985.

For AMRM, 1984 was a real challenge. Early in the year we were facing a fall in readership, but thankfully this has turned around into a healthy growth in the sales of the last few issues, in fact our figures are now better than ever before.

For the past six months we have been trying an experiment of running colour in each issue. The experiment was four fold. We had to determine whether we could find enough subjects to cover in colour; we had to accurately determine the cost of the colour for each issue; we had to learn to produce the colour photographs to the standard required and we had to determine if we had sufficient time to put colour in every issue.

Well, the experiment was a success in all aspects except for time. Colour does take longer to prepare for publication, and the continuation of colour in AMRM will be at the expense of other time consuming sections. This issue it is the Review section that suffered.

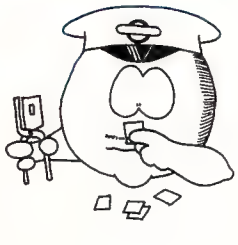
For the future we have a number of colour articles to bring to you, but we need more ideas. This is where all readers can help. Write to us and tell us of the subjects you would like to see in colour. Be specific, and itemise in detail. Readers can also help with contributions. We are finding that a simple colour photo or slide can be the basis for a colour article. For example, we were recently offered, and accepted a slide of the NSWR TLV van in silver. This will make a fine half page article that will help many modellers accurately colour their TLV vans. We do need more of these contributions.

Before continuing with these note may I, on behalf of all AMRM workers, wish you all a very happy Christmas and a prosperous New Year. To those fellas who give their precious time in preparing and distributing each issue of AMRM may I publicly thank you all. Your effort in 1984 was superb and without you support we could not have continued. Thanks fellas!

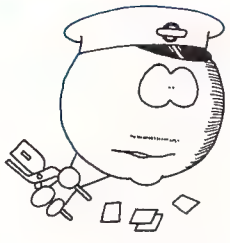
1984 Highlight

In Sydney, the growth in the model railway hobby has been following the population movement. As the suburbs in the west opened up, so did the demand for hobby shops in the area. This has been most noticable in the Liverpool area, South West of

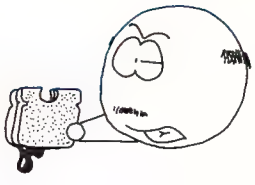
THE GOOSE BUM LINE by Stein



"When do ya get yer new glasses, Patel?"

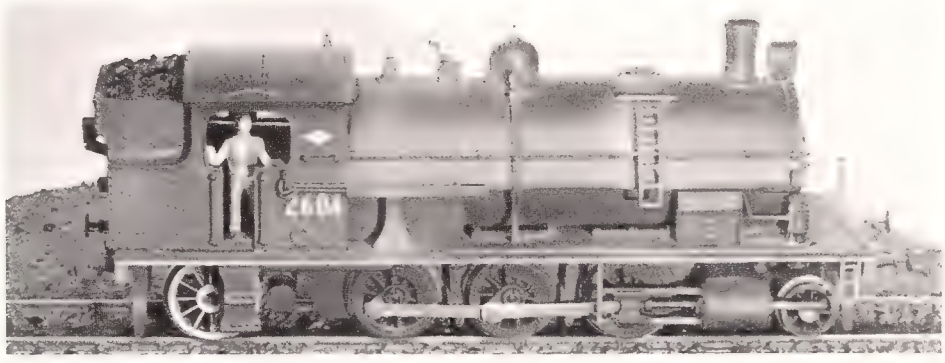


"Saturday. Why?"

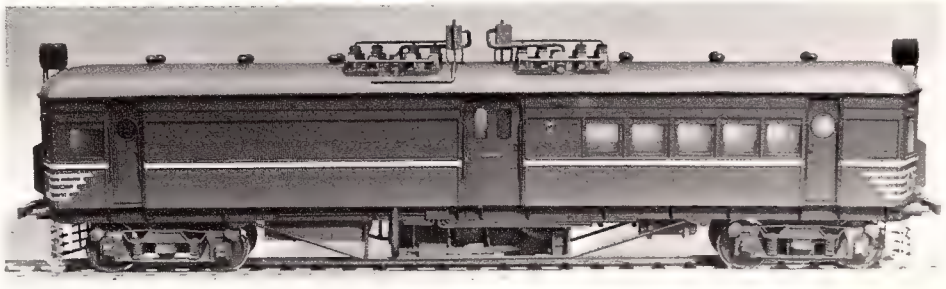


"Roll on Saturday! You've cancelled me lunch!"

Sydney, which is serviced by a number of shops, including Casula Hobbies. From a small beginning Joe and Terese Callapari have fostered the hobby, especially Australian prototype, to a point where they are now possibly the biggest supplier to the hobby. Joe's popularity in the area is so great that it is often refered to as 'Callapari' country. Joe has often stuck his neck out, commercially speaking, to provide modellers with a very wide range of goods, and it is not unusual to hear of him tackling two or three projects at once, some of which do not come off, although his batting average is very high. However Joe must be congratulated for his latest coup which was to bring Australia's biggest model railway exhibition to his area. Just think of it, 20,000 plus of the public travelling from all over Sydney to a model railway exhibition, staged just around the corner from his shop. Good one Joe!



Manufacturer built model of the HO scale NSWR Z26 class by Footplate Models.



Creamy Kate in HO scale. Model supplied and built by Stephen Johnson Models.

Sydney Exhibition

Seriously though, continuing from above, the hobby in Sydney prospered with the move of the major exhibition from the centre of the city to the western suburbs. The hall was great. Spacious! Clean! Good Lighting! Reasonable parking! Good layouts! All ingredients for a good exhibition and a continuing future.

In some ways this year's exhibition differed from previous years, all to the better. The fifty odd layouts were well spread out, with plenty of aisle space. There was no Saturday morning rush by NSWR modellers for the exhibition specials this year, for the exhibition special was a layout, called Crafton. Built by Rodney James of Rails North fame, it was operated by Rodney and his wife, along with Stephen and Bob from Stephen Johnson Models and Main West Models respectively. So, accompanied by Bob Bradfield, these modellers, who normally provide most of the specials, treated all concerned to a superb display of vintage steam modelling. The hobby is all the better for it.

Another feature of the exhibition was the contribution by the ladies at the exhibition. We normally expect to see the women folk behind the food stands, or as an added attraction behind the commercial stands. But this year we actually saw the ladies operating the layouts, Kingstown and Crafton. It is a sure sign that this one all-male domain is slowing opening up to all comers.

This year's exhibition could also have been considered one of the friendliest. While the model railway hobby is a reasonably friendly one there is that underlying friction that is generated by competition between scales, gauges, prototypes and even layout styles. It was thus very pleasing to see, and be involved in a generally friendly exhibition which was especially displayed at the end of the exhibition when all the tension of the weekend was over. As usual, the various jokes were pulled and the unprototypical operations were displayed but none were better that the sound of the dying pedestrian that emulated from the sound system on one layout. No names, no packdrill but when you can publicly poke fun at yourself, and make others laugh with you, you know you are involved in a friendly environment.

The model railway hobby was not the only one to benefit from the exhibition at Liverpool, for many other commercial enterprises in the area also had their cash boxes topped up. Just think that 500 hot dogs disappeared before lunch on the Saturday, and then the number of individuals who fostered the local cafes. The petrol companies did not miss out, for this scribe's vehicle clocked up over 840km over the weekend.

As many readers are aware, a number of us who work on AMRM are also members of the Model Workshops group who display Menangle. Yes once again we had the layout on display and it appears that a public notice or two may be necessary to make our (Model Workshops) intention clear. The name of the layout is Menangle, not Dame Nellie Menangled. Although it has now been displayed for 10 years the layout has never been retired. Retirement was considered but never implemented. The fact is work is now progressing on the layout to finish it (yes it is incomplete) and make it easier to transport. Finally, it is essential to indicate that the Model Workshop group were the victim of a very serious affront. The 'Bob Cooke' special that made periodic excursions to Menangle was not our work. (We are not that smart.) To give credit where credit is due, it was made by a couple of adventurous Victorians, who were visiting for the weekend. Happily, the special, which included virtually every Australian 'Corporate Image' livery on steam-era models, is still in town so that when our railway chiefs decide to paint 3801 or 3642 in the candy stripe livery, we can show then how 'grand' it looks on steam.

Overall the exhibition was a great success, although the attendance figures released indicates that the Sydney exhibition is not the biggest (in attendance) in Australia. The organisers must be congratulated, especially June and Graham Larmour. Mention the words Sydney Exhibition and the name Graham Larmour comes to the fore. Well, this year was Graham's swan song (but we'll see what happens next year), so on behalf of all in the hobby who have enjoyed the Sydney exhibition, be it at the Town Hall, the Showgrounds or Liverpool, may I offer special thanks to Graham and June. Your efforts have been appreciated!

Railway Festival

Early in October the St. George district of Sydney celebrated the centenary of the railway reaching Hurstville. Now railway centenaries are not new (we have been celebrating them since 1954) but while this celebration was later than most, it will go down in the record books as being one of the biggest, most spectacular and one enjoyed by all the community.

The event was labeled the Great Train Festival, and it was professionally organised with participation by the service groups in the area. It all started with a special edition of The Leader, the local rag of the area which often challenges the daily newspapers in quality. This was dedicated to the festival, and it was interesting to note that three from the hobby were deeply involved and suitably credited. The contribution by Peter Neve, Bob Booth and Ken Richardson can only go to further enhance the railway hobbies.

The festival proper kicked off with the Great Train Dinner, at the Taj Mahal of leagues clubs, St. George. A few of us from AMRM got together with some friends and made up a table for the evening. The dinner may not have been great, but the after dinner talks were very entertaining. These were started by Profesor John Glastonbury, who covered the history of the line, followed by David Hill (Chief Executive of the SRA) who covered the present and immediate plans for the future and then Harold Fowler took over with some delightful reminiscences. Harold has just retired as the No.1 driver of the SRA and his stories went back to the days of being a call boy right up to the present where he was driving the boss around the state. The evening finished with general conversation with other steam era drivers who have recently retired and were prepared to swap a yarn or two. The benefit of speaking to 'retired' drivers is that they are not restricted by the fear of loosing their jobs, and thus the contents are often very amusing and quite informative. The only real disappointment of the evening was the lack of attendance by railway enthusiasts.

Activities over the rest of the week involved most of the community, including the library, stamp club, retailers, etc. In the main shopping mall a number of model railway layouts were on display, including one from the SRA and of course Hurstville. Ken Richardson commenced researching this HO scale layout in 1977, and it was completed on time. It typified Hurstville station before the addition of the overtrack parking station and shopping centre. The builders succeeded in capturing the atmosphere.

The festival came to the boil on the weekend, with the continuous running of steam trains into the city, and of course at the designated time the re-enactment of the first train to Hurstville. On the Sunday the regular steam trips were run with a few modifications. There was a fun run against a steam engine over 10k, the engine having to take water at Rockdale and there was the much publicised race of the century where the XPT and 3642 ran side by side from the city. In both instances Fine Cotton would not have been in the race. Naturally it was a fix, and dead heats were the result of the day, which in some instances did not produce the occassion for good photography.

While all this was going on the main street of Hurstville was shut, for 2 days, where street stalls and various activities were held. As indicated all the community participated, and it was great to once again see huge crowds of people line the railway track to watch trains go past, being reminiscence of the later 1960s. There is little doubt that the week was a great success, both for the commercial enterprises who backed the festival and of course for all those shops who stayed open. Most importantly railways also prospered, and that in the long term will benefit us. Incidently, there was not one shop selling model railway equipment open in Hurstville over the weekend, and this could be looked at as a loss.

Club Listing

This issue includes the club listing for 1984. Compared with last year the listing is small. We must remind readers that for clubs to be listed they had to contact AMRM with the relevant details. Regretfully, many forgot to contact us this year.

Author's Addresses

AMRM policy is not to supply the private address of any authors or correspondent — this is not our decision to make.

However we will forward on letters to authors/correspondents were possible. Simply send the letter to be forwarded, inside a stamped envelope with the desired name on the front. Enclose this inside another envelope and send it to AMRM. If we have the relevant details we will add them to the envelope and send it on.

Aussie Post

While Australia Post gets the blame for many delays, there are many people working hard with that organisation to ensure that many items, including this magazine and our internal correspondence, is received and despatched promptly. Ross Jacobs the postmaster at Epping North Post Office is one of these people and we thank Ross for his special at-

tention to our needs over the last two and a half years. Ross is now moving on to other fields.

Import Duty

One of the many ways our government has of raising revenue is the import duty applied to products as they enter this country. At one time this duty was levelled at 33% to non British made goods, but it has reduced slightly over the years. Recently, due to concerted efforts by some of our importers the duty on some lines has been reduced/eliminated, and this includes track. Recently however, there was a move to reduce/eliminate duty on all model railway products. Unfortunately some local manufacturers, according to their rights, objected and it appears that the duty will remain on Australian outline models.

While we can not be positive of individual figures it is expected that models of European or American outline, imported into Australia will be cheaper than those of Australian outline. If this is to be the case the future growth of the local prototype does not look good, for it is without doubt that the influx of the reasonably priced models from Lima have made modelling Australia possible. Now it looks as if is going to be cheaper to model foreign prototypes. This industry does not need this sort of competition.

Commercial News

Arrivals

The N scale Samhongsa built 442 locomotive has arrived at Casula Hobbies and is selling well. The first shipment of the VR ZLP, being built by The Model Company for Tyren Distributors (the crew who used to trade as McBees Hobbies), has been delivered, while ALCO's H class is being distributed to participating hobby shops.

Broad Gauge Bodies has delivered the SOC concentrate wagon kit and a number of decal sets for the VR U van, while Casula hobbies has released a two centre door version of their LHO kit. The latest release from Main West Models is the 47 class and 41 class locomotive kits, the masters for both being produced by Stephen Johnson Models.

Supplies of the Trax 48 class are due any day, and should be in most hobby shops before this issue is released.

As usual, the numerous array of railway orientated calendars are now in the bookshops. If you want something different, go no further that the 1985 NSW RTM contribution. Did you know that January has only 29 days? Buy one to see for yourself.

Marklin Distributors have released the American outline Z scale models which include many road names and liveries.

AM Models have released a set of NSWR locomotive numbers etched from nickel silver sheet. These are coded AM-3 and are for HO scale.

Recently two publications were released that should see all genuine NSWR modellers rushing to the book shops. The first is a re-run of Ron Preston's Tender into Tank. Although it has been revamped it still represents the atmosphere of the real steam era. The second book is David Cook's Railmotor book. Do not be put off by the cover of this publication, for the contents is a vault of information. The early editions of Century Plus may be the bible for NSWR modellers, but these two publications will no doubt go down in history as a couple of chapters of the new testament. Both publications will be reviewed in detail next issue.

Expected Arrivals

On display at the Sydney exhibition was a new model from a new manufacturer. The firm is Footplate Models, and their first model is a kit of the NSWR Z26 class saddle tank. The sample on display was superb, as were the individual components under glass. The kit will be complete with an assembled chassis.

Stephen Johnson Models have advised that they plan to produce a kit for Creamy Kate, railmotor CHP38. If you are unaware of Creamy Kate you need to read David Cook's Railmotor book.

Advice to hand suggests that the Lima 442 class may be released in Australia early in the new year.

The 81 class diesel, being produced by Samhongsa of Korea for Casula Hobbies is due to be delivered later this year.

The latest plastic kit from Broad Gauge Models, the VR I truck will shortly be released in the hobby shops.

Future Arrivals

Weico Models advise of a new sales strategy that will effect the availability of some lines. The basis of this strategy is that kits will, in the future, be produced on a batch basis. They have found the task of maintaining stock levels daunting. The present line of N scale kits will be deleted as they sell out, but possibly re-run occasionally in small batches. For the future Weico plan, kits of the EH Holden sedan, an Austral Domino Tourmaster bus and a Melbourne Z3 class tram, all in HO scale. For the N scalers they plan a short re-run of a modified GHG van and a run of the 8300 van.

The latest offering from Broad Gauge Models, the pilot model of the V.R. I truck.

Broad Gauge Models have advised that the projected M vans and W cars are progressing to schedule. They hope to have shots of the M cattle van before Xmas, and are looking for an early 1985 release of the W class passenger cars. On the brass scene BGM advise that they have put the VR C class steamer on their list of models to be made by Samhongsa, this being in addition to the two versions of the X class projected for next year. BGM also plan to release brass Spirit of Progress cars, no doubt to compliment the S class steamer, the pilot of which is due any day.

David Anderson from Mansfield Hobbies has advised of two new projects. The first is the 421 diesel, which he expects to be available mid 1985. The second is a model of the AD60, due for early 1986. Both models will be produced by the Samhongsa organisation.

As can be seen from the ALCO advert this issue, the Australian Locomotive Company have revealed their plans for 1985 which includes prototypes from Victoria and South Australia. The SAR projects includes the beloved 900 class diesel and the 710 class steamer, while the Victorian contributions will be the C class steamer, the S class diesel and the Walker (153) railcar.

On display, to a few, at the Sydney exhibition was the new mechanism being produced for local kits. The mech sighted was the six wheel diesel version. The release of this product is eagerly awaited, especially as it is designed so that with the swapping of a few components, various other mechanisms can be acquired. ■

APOLOGY

Due to a lack of space some regular sections of AMRM have been held over to next issue. This includes Mailbag, Reviews, Previews and a Report on the NSWR Mini-Convention.

— Editor.

DERAILMENTS

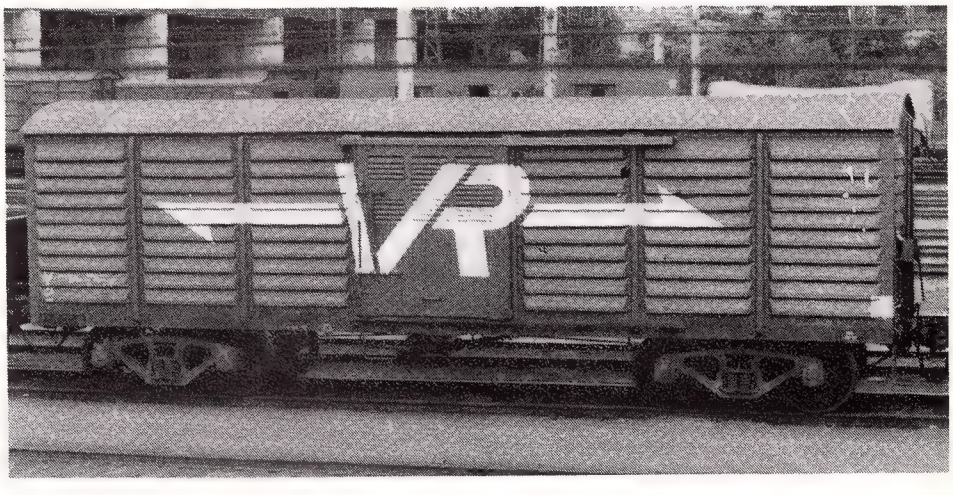
Last issue a few errors crept into the Import Hobbies advert, which may have excited a few with the apparent cheapness of the products. Typing errors caused both problems.

In the last issue of AMRM, we inadvertantly credited the wrong model railway club in a photo caption. The photo was on page 31, in the Canberra exhibition report. The layout credited to the Goulburn club should have been to the Argyle modelling group. We regret any embarresment caused.

— Editor.

V.R. VLX Louvre Vans . . . Another photograph

Continued from page 29.



V 2 shown here in the hump yard, North Melbourne, 24/1/75. This was one of the last V to VF conversions which was started for standard gauge operations. V 1 and 2 were built in 1925. From this design came more single door V, twin door V, conversions to VF and the construction of a further 50 vans coded VP.

Casula Hobbies

Still the shop for models of Australian Railways

The Management and Staff of Casula Hobbies wish all readers a Happy Christmas and a Prosperous 1985.

NSW NEW NEW
CASULA MODELS

Plastic Injection Kit of
N.S.W.G.R. Passenger Brake Van
coded
LHO

Kit complete with
Casula metal wheels
2AN bogies,
Underbody Detail,
Clear Styrene Windows,
Torpedo vents,
Buffer Plate.
Very Quick and Easy
to Assemble.

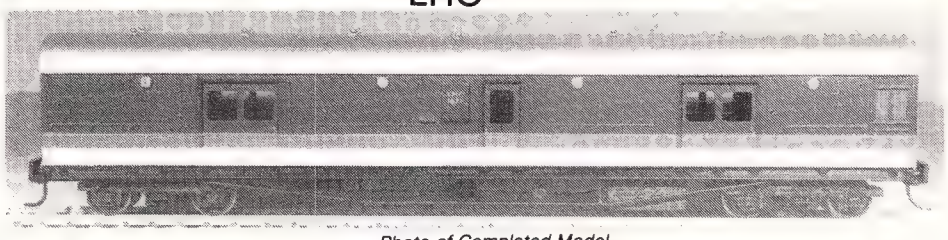


Photo of Completed Model

Complete Kit $20.50 ea.

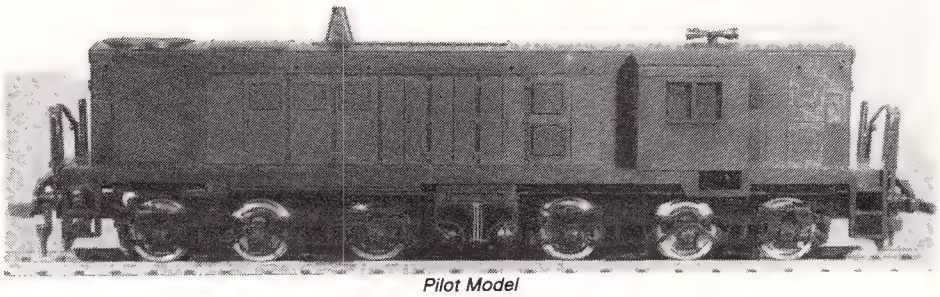
Body Kit Only $12.50 ea

R.T.R. Models Available in Candy or Tuscan at $55.00 ea. :
Two Door Version (LHY) Also Available

* *

NEW MODEL OF N.S.W.G.R.

48 Class Locomotive R.T.R.
with 3 types of couplers (X2f, Lima Hornby)
Painted in Tuscan and Yellow lined. Numbered 4827.
Also Unpainted Models Available. (Same price) and
South Australian Railway 830 Class colours.
Approximate Price: $65.00 ea.
DON'T MISS OUT — PHONE YOUR LAYBY or MAIL ORDER
BANKCARD WELCOME



Pilot Model

* *

White Metal Steam Locomotive Kit
CASULA HOBBIES
Model of
ProTYPE C30 Tank Body Kit

With Assembled Brass Chassis, Enclosed Gear Box
and Ronford Drivers.
PRICE: $155.00 ea.
SORRY, NO TRADE ENQUIRIES ON THIS MODEL

ALL PRICES SHOWN ARE SUBJECT TO CHANGE
WITHOUT NOTICE

Casula Hobbies

Still the shop for models of Australian Railways

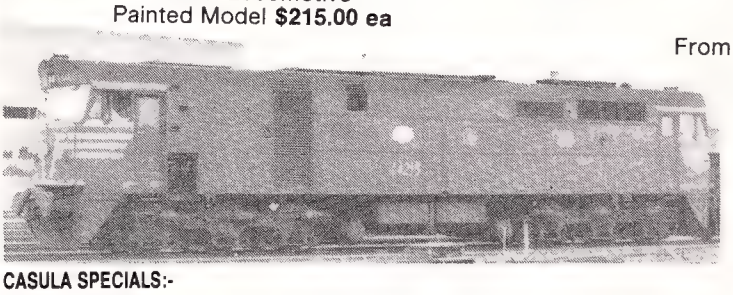
ADDRESS
245 Northumberland Street
LIVERPOOL, N.S.W. 2170
Phone (02) 602 8640

COME IN AND BROWSE AROUND
WE'RE OPEN — MON. TO FRI. 9.00-5.30
THURSDAY 9.00-9.00
SATURDAY 9.00-3.00

MAIL ORDER DEPT.
CASULA HOBBIES
P.O. Box 72,
LIVERPOOL, 2170

'N' SCALE BRASS

442 Class
Diesel Locomotive
Painted Model **$215.00 ea**



Classic Brass Models

PRESENTS
From the Makers of the Finest HO BRASS MODELS
SAMHONGSA of KOREA

S.R.A. of N.S.W.

81 Class
G.M. Diesel Locomotive
HO Scale

More details available by phone
LAYBY — BY — MAIL ORDER
Reservations by phone
Expected December 1984

HO painted models of the Casula Brass 80 class available at **$395.00 each.**

CASULA SPECIALS:-

BRASS MODELS

Classic Brass Model SRA Diesel 80 Class	350.00
Classic Brass Model NSWGR C32 Class	465.00
Classic Brass Model N Scale SRA 442 Class	215.00

Projected Model for 84-85 from Classic Brass Models

Due to technical difficulties the Z27 has been put back to expected delivery date April 85 and the Class 81 has been brought forward to expected delivery date December 1984 — phone us for more details and price.

Trax Brass Z12 Atlas Eng. with 6 Wheel Tender	345.00
Trax Brass C34 Class Original Porthole Cab	465.00
Trax Brass C34 Class Rebuilt Version	465.00
Mansfield Brass Model 40 Class	325.00

Good Range of Second Hand Brass on Display For Sale at all Times.

BROAD GAUGE BODIES	**ALL IN**
STEPHEN JOHNSON	**STOCK**
RAILS NORTH MODELS	**MOST**
FRIEDMONT MODELS	**TIMES**

NEW! Detailing Parts

Clear Styrene Window Strips 125mm x 16mm Glue to Plastic Kits with all Styrene Glues — 8 strips per pkt	2.00 pkt
Clear Styrene Porthole Windows for Lima 42 Class etc. — pkt of 24 for	1.00 pkt

CAMCO

FO passenger car kit	$17.50
CW cattle van kit	$8.95
GSV sheep van kit	$8.95
HGM/HGX open wagon kit	$9.95

BROAD GAUGE MODELS

V.R. GY wagon kit	$7.15
V.R. U van kit	$7.95
V.R. UB van kit	$9.95
V.R. T van kit	$8.30

MAIL ORDERS

If you order by mail, we assure you, we will treat you as a valued customer. Due to advertising lead times sometimes we are temporarily out of stock of some items. If we can't despatch the items you've ordered promptly, we will back order or refund your money if you prefer.
When ordering, write to our mail order dept., address at the top of the page. Please do not send CASH through the mail. Payment by Postal Note, cheque or Bankcard — please include card number, expiry date, authorisation and signature.

POSTAGE RATES

Surface:-	
N.S.W.	$2.50
Vic, Qld, S.A.	$4.00
W.A., N.T., Tas	$5.00
Air	$8.00

Add to above $3.50 for Registered Post.

ALL PRICES SHOWN ARE SUBJECT TO CHANGE WITHOUT NOTICE

CASULA FINE SCALE WHEELS
Nickel Silver Wheels and Axles
Proto Profile Scale Wheels

10.5 dia. with Inside Brass Bearings	ea. 1.30
10.5 dia. x 23.8mm Pinpoint Axle Length	ea. 1.30
10.5 dia. Stub Axles with 4 holes drilled into each wheel (loco ponies)	
10.5 dia. x 25mm Pinpoint Axle Length	ea. 1.30
10.5 dia. x 26mm Pinpoint Axle Length	ea. 1.30
11.5 dia. (40") Loco Wheel (Diesel)	ea. 1.30

Casula RP25 Scale Wheels

Casula Wheels Brass with N/S Axles	1.10
Casula Wheels N/S with N/S Axles	1.30

Casula Wheels 10.5mm dia. & 9mm dia. with Range of Axle — lengths 23.8mm, 25mm, 26mm

MRC

VHO guards van	$12.95
MHO guards van	$12.95
KP mail van	$12.95
AE V.R. passenger car	$12.95
EHO guards van kit 1 pce	$12.95
Single Decker Interurban set (2 cars)	$24.00

MAIN WEST MODELS

Locomotive Body Kits

43 class body kit	$39.95
43 class chassis frame kit	$ 5.95
43 class power chassis	$31.00
421 class body kit	$39.95
41 class body kit	$46.50

Passenger Cars

BX 'Dog Box' mansard roof	$17.95
LFX 'Dog Box' semi-eliptical roof	$17.95

Guards Van

EHO	$17.95

"SILVER CITY COMET"

3 Car Set **$84.00**
(Power Van DP, and two standard trailers)

Standard Trailer	$24.00
Dining Car	$24.00
DH Parcel Van	$24.00
HFT Guards Van	$24.00
500 Class Trailer	$24.00

Complete with both yellow and blue comprehensive decal set.
(Wheels and power chassis not included)

N.S.W.R. KITS (Plastic)

LCH coal hopper	$4.95
CCH extended coal hopper	$5.35
RSH rutile hopper	$5.35
RU wheat hopper	$5.55
TRC refrigerated van	$4.95

Above kits require wheels/bogies, couplers, etc.

Australian Kits N.S.W.

S Wagon — body kit only	4.95
S Wagon — with wheels & detail parts	8.95
K Wagon — Dreadnought ends	4.95
K Wagon — Dreadnought ends, wheels and detail parts	8.95
K Wagon — Diamond ends	4.95
K Wagon — Diamond ends, wheels, detail Parts	8.95
MLV (new) louvre van with bogies	$15.95
BSV sheep van with bogies	$ 9.95
BCW cattle van with bogies	$10.25

Trax

USA Hoppers (Wheat)	4.75
— 5 for	20.00
Manildra Flour Wheat Hoppers	5.95
— 5 for	26.00
TNT — Race Container Wagons	4.95
— 5 for	20.00
15" RAD Curv. Track (4 pkt)	3.35
18" RAD Curv. Track (4 pkt)	3.35
22" RAD Curv. Track (4 pkt)	3.85
9" (36") Straight (4 pkt)	3.35
Manual Point l/h	6.75
Manual Point r/h	6.75
Electric Point l/h	9.95
Electric Point r/h	9.95
Flexible Track (nickel silver) pr yd	2.25
Train Transformer 2 output 14VDC/16VAC	21.20
Girder Bridge Set	3.35
Set 20 Inclined Piers	3.85
Set 12 Inclined Piers	3.35
MHG Guard Van — Aust. model	9.20
48 Class due end '84 — Aust Model	App. $65.00

Australian Railway Detail Accessories

AM2 Brass Tail Disc	4.95
AM1 Brass Loco Numbers	4.75
NSW 44 Class Detail Kit	5.95
SA 930 Class Brass Detail Kit	5.95
NSW 42 Class Epoxy Detail Kit	7.95
NSW Brass Loco Shunters Steps	3.80
VR PW2 Detailing Kit Brass Brake Lever etc.	6.75
VR PW1 Detailing Kit Brass Shunters Steps etc.	5.95
NSW BCH Coal Load Epoxy (1)	2.00
NSW CSH Coal Load Epoxy (1)	2.35

WALTHERS 1985 HO Catalog available late December, over 700 pages, 32 colour, 22 new manufacturers.
Price $15.95 plus postage.

WALTHERS 1985 N scale catalog Now in Stock.
336 pages of N & Z scale $11.50
(Post Qld $2.90; NSW $4.20; Other $5.20)

CON-COR Advised a new N catalog for early 1985.
Due January at $7.50

WALTHERS HO Diesel Dress Up kits. Suitable for F's, A & B units per kit $5.30

MONOGRAM HO
Everyone can now afford one . . . worth it for the tender alone . . .
UP Big Boy 4-8-8-4 Dummy Kit $18.00

POLA HO
140 Auto Junk Yard, weathered, super detailed, approx. 9" x 5" $21.95

MODEL POWER HO
E7 Powered UP $79.95
E9 Dummy BN $24.95

V-LINE LOCOMOTIVES INC. N
Again available, the Sharknose shell for the Model Power or Atlas FA-1 chassis Undec $23.40 or pkt (2) $39.95

HEKI Lichen 500gm packet.
Usually 13.95 Now $10.50
Green Only

CON-COR N
NOW AVAILABLE E8A set powered and dummy Undec.
S.Fe, UP, PRR, B&O, C&NW to follow late December. December special $98.95

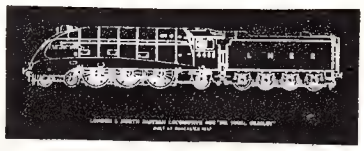
MINITRIX CON-COR N Back in stock late November
U28C, Santa Fe Freight, UP, SP at $71.95
C636 more names starting to arrive at 3 weekly intervals.
Price still $71.95
SD 40-2 advertised names arriving as for C636.
Note New price $79.95

BOOKS BOOKS BOOKS
From our Range:

B&O, Thunder in the Allenghenies (Carstens)	$12.50
Circus Trains and Modelling	$3.75
Cass	$5.65
New York Central — Ed Nowak	$24.00
Big Boy — Kratville	$17.80
Giants of the West Cockle	$29.40

BANKCARD, MASTERCARD WELCOME
Mail order a Pleasure

J.& J. HOBBIES
P.O. Box 155,
(15 Selwyn Street)
BEAUDESERT. QLD. 4285
Phone (075) 41 1014



WALL PLAQUES INTERNATIONAL
Invite you to have a **MAIL ORDER** Christmas (and a very happy one)

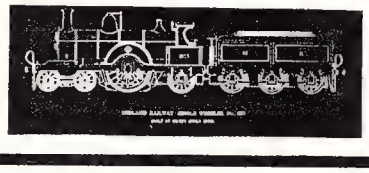
We have a wide range of decorative **WALL PLAQUES** of British Steam Locomotives including Pendennis Castle - Flying Scotsman - Double Fairlie and many more - **ALSO** Traction Engines - WWII Aircraft - Veteran and Vintage Cars.

OTHER ITEMS AVAILABLE :-
Aluminium Placemats & Coasters including 38; 36; 32; 17 Class Steam locos also XPT and Diesels.
Clyde Builders Plates - Timber mounted and stick pins.
N.S.W. Coat of Arms - Timber mounted and Stick Pins.
Everleigh Stick Pins. SRA. Emblems.

PHONE 02 - 7055074 or send **S.S.A.E.** for **price list :-**

WALL PLAQUES INTERNATIONAL,
42, Mc MILLAN STREET. YAGOONA, N.S.W . 2199

Victorian readers may buy at Box Car Hobbies - Coburg.



TRACKWORK BY SHINOHARA

NOW IMPORTED BY MINIMODELS
P.O.Box 527, PARRAMATTA.

AVAILABLE FROM MOST HOBBY SHOPS * ASK FOR CATALOGUES AND PRICE LISTS.
TRADE ENQUIRIES WELCOME

IMPORT HOBBIES

Specialising in Australian Prototype Models

HO Passenger Stock

RAILS NORTH MODELS	$ c
NSWR ACM branch line coach	19.45
NSWR RBH 1st Cl buffet car	24.80
NSWR RFH 2nd Cl buffet car	24.80
NSWR BH 1st Cl coach	24.80
NSWR FH 2nd Cl coach	24.80
NSWR HFH 2nd Cl terminal car	24.80
NSWR PFH 2nd Cl terminal power car	24.80
NSWR hub set (5 cars to order)	121.50
NSWR rub set (5 cars to order)	145.00
CAMCO	
FO 2nd cl. passenger coach)	15.75
(kit incl. bogies, wheels & decals)	
FO — Five for	75.00
LIMA	
Indian Pacific 2nd Cl car	11.85
Indian Pacific diner	11.85
Indian Pacific power car	11.85
NSWR LAM 1st Cl sleeper	11.85
Any 5 of above assorted	55.00
NSWR MBE 1st Cl coach	12.15
NSWR MFE 2nd Cl coach	12.15
NSWR TAM sleeping car	12.15
Any 5 of above assorted	57.50
MAIN WEST MODELS	
NSWR BX dog box mansard roof	18.00
NSWR LFX dog box semi eliptical roof	18.00

HO GUARDS VANS

RAILS NORTH MODELS	
NSWR LHO bogie van	22.70
MAIN WEST MODELS	
NSWR EHO bogie van	18.00
NSWR HG 4 wheel van	18.00
NSWR FHG bogie van	22.00
LIMA	
SAR/ANR 8300 class bogie van	8.70
SAR bogie combine	8.70
TRAX	
NSWR MHG bogie van (few left)	9.85

HO LOCOMOTIVES

LIMA	
NSWR C38 black	76.25
NSWR C38 green	81.45
NSWR 44 Cl DE loco either scheme	44.95
NSWR 42 Cl DE loco	44.95
ANR GM Cl DE loco	44.95
VR S Cl DE loco	44.95
TRAX	
NSWR 48 Cl DE loco due now — about	65.00
SAR 830 Cl DE loco due now — about	65.00
NSWR 48 Cl DE loco undec. due now — est. 65.00	
NSWR Z13 4-4-2 tank loco (brass)	250.00

HO ROLLING STOCK

BROAD GAUGE MODELS	
VR GY 4 wheel open wagon w/wheels	6.40
VR U 4 wheel van w/wheels	7.40
VR UB louvre van w/bogies	9.80
VR T 4 wheel reefer w/wheels	7.40
VR E bogie open wagon w/bogies	9.00
VR I 4 wheel wagon w/wheels due soon	TBA
LIMA	
VR VFNX bogie covered van	9.00
SAR FBX bogie container wagon	9.00
NSWR LV 4 wheel louvre van	4.90
VR GY 4 wheel open wagon	6.00
VR GY 4 wheel open wagon — 3 for	16.15
VR ELX bogie open wagon	8.05
SAR ELX bogie open wagon	8.05
VR VMPY bogie car carrier	10.40
Golden Fleece bogie tank car	8.70
Ampol bogie tank car	11.50
BP bogie tank car	10.40

STRUCTURES

RAILS NORTH MODELS	
NSWR water tank w/out stand	16.20
NSWR water tank with stand	19.45
NSWR signal box (Grafton)	17.80
NSWR station building (Grafton)	25.90
BROAD GAUGE MODELS	
GS 1 VR 4 door goods shed	17.00
SB 1 VR country station	19.45

HO ROLLING STOCK

CAMCO	$ c
NSWR CW 4 wheel cattle wagon	8.25
NSWR GSV 4 wheel sheep van	8.25
Any 5 of above assorted	40.00
(each kit incl. wheels & decals)	
NSWR HGM/X bogie open wagon	9.25
5 HGM/X for	45.00
(each kit incl. bogies & decals)	
MINI MODELS	
NSWR BCW bogie cattle wagon	10.20
NSWR BSV bogie sheep van	10.20
Any 5 of above assorted	47.50
(each kit requires decals & couplers)	
NSWR MLV bogie louvre van	15.95
5 MLV kits	77.50
(each kit requires couplers & incl. 2AE bogie)	
AR KITS	
NSWR GLV/GLX bogie box car	4.70
5 GLV/GLX kits	22.50
NSWR BCH bogie coal hopper	5.80
5 BCH kits	27.50
Above kits require bogies & couplers GLX also requires decals	
NSWR BDX bogie open wagon — about	10.00
NSWR CCX bogie coil steel wagon — about	10.00
Above kits incl. decals & bogies	
NSWR FWH bogie wheat hopper due soon	TBA
NSWR MLE bogie flat wagon due soon	TBA
RAILS NORTH MODELS	
NSWR HLV/HLX bogie louvre van	14.60
NSWR MLV bogie louvre van	14.60
NSWR CLX bogie louvre van	14.60
NSWR KLY bogie louvre van	14.60
NSWR KLV bogie louvre van	14.60
NSWR MB bogie box car m/board sides	16.20
NSWR MB bogie box car mason sides	16.20
NSWR OCY bogie flat wagon	12.95
NSWR E bogie flat wagon	12.95
NSWR MLE bogie flat wagon	12.95
NSWR BMF bogie flat wagon w/tanks	12.95
NSWR BPV bogie powder van	16.20
NSWR NCX bogie steel wagon	16.20
NSWR CG bogie concentrate wagon	12.95
NSWR GP bogie concentrate wagon	12.95
NSWR BBW bogie ballast hopper	16.20
NSWR BBP bogie ballast plough	17.80
NSWR KF 4 wheel flat wagon	9.75
NSWR K 4 wheel water gin	16.20
BROAD GAUGE BODIES	
BK 1 SAR M bogie van original	7.25
BK 2 SAR M bogie van modern	7.25
BK 8 SAR SGMX bogie open wagon	7.80
BK 10 VRV bogie van	7.50
BK 11 VR VF bogie van	7.50
BK 12 VR VP bogie van	7.70
BK 13 VR BLX bogie box car	7.80
BK 14 VR BSSX bogie louvre van	9.00
BK 16 VR BLX bogie louvre van	8.00
BK 17 VR ELX heavy duty bogie gond.	7.80
BK 19 VR VP 103 bogie van	7.80
BK 21 VR BMX bogie box car	7.70
BK 27 VR ELX gondola smooth	7.80
BK 30 VR CSX coil steel wagon tarp	10.30
BK 31 VR CSX coil steel wagon untarp	8.90
BK 32 VR VLX bogie louvre van	8.00
BK 33 VR ELX gondola for slab steel	8.00
BK 34 ANR VFX bogie louvre van	14.60
BK 35 VR GJX bogie wheat hopper	12.60
BK 37 SAR RX bogie reefer	10.30
BK 40 SAR SOC concentrate wagon	8.00
BK 42 VR VF louvre van	7.50
BK 43 VR VP louvre van	7.70
BK 44 SAR CS bogie cattle van	9.15
BK 46 VR E bogie open wagon	7.25
TRAX NSWR	
2001 NSWR LCH 4 wheel coal hopper	5.25
2002 NSWR S 4 wheel open wagon	5.00
2003 NSWR TRC bogie refrig. van	5.95
2004 NSWR MBC bogie box car m/board	5.95
2006 NSWR RU 4 wheel wheat hopper	5.75
2007 NSWR K 4 wheel open wagon	5.75
2011 NSWR RSH 4 wheel rutile hopper	6.00
2012 NSWR CCH 4 wheel coal hopper	6.00
All above kits req. wheels or bogies & decals	

HO DECALS

	$ c
PO 1 NSW white A B yellow C hopper	1.15
PO 2 NSW white CC E H hopper	1.15
PO 3 SMR locos yellow w/brass nos.	1.15
PO 4 SMR frt white & black	1.15
BGB 1 SAR red frt emblems assorted	1.35
BGB 3 ANR yellow frt emblems asst	1.35
BGB 4 ANR red frt emblems asst	1.35
BGB 7 ANR yellow 930 loco & vans asst	1.35
BGB 9 ANR lemon twist brake van	2.00
BGB 10 ANR green emblem for tarps	1.35
BGB 12 VR white frt emblem	1.35
BGB 29 SAR frt emblem ems 1964-67 asst	2.00
BGB 30 VR yellow GY sets	2.00
BGB 33 ANR 930 loco sets black/yellow	2.00
BGB 35 Griffith Bros tea signs	2.00
BGB 36 NSWR white Rs, red diam, X plates	2.00
BGB 38 SAR Piping Shrike emblems	2.80
BGB 40 Asorted words & nos. black	3.95
BGB 47 NSWR white grade control & nos.	1.35
BGB 49 NSWR L7 double blue on white	1.35
BGB 50 NSWR L7 double blue on clear	1.35
BGB 51 VR pass stock for red cars	2.00
BGB 52 CR & ANR Nthn Region asst	2.00
BGB 54 V&ANR Overland set 2	2.00
BGB 57 NSW pvt owner coal hoppers set 1	1.35
BGB 58 NSW pvt owner coal hoppers set 2	1.35
BGB 62 NSWR black on yellow frt sets	2.00
BGB T16 NSW PTC/SRA tarpaulins	6.05
MnJ 1102 Hamerlsey Iron diesel loco	1.35
MnJ 2106 NSWR 42 & 43 Cl DE loco	1.35
MnJ 2107 NSWR 422 Cl DE loco	1.35
MnJ 2108 NSWR 44 & 421 Cl DE loco	1.35
MnJ 2109 NSWR 45 Cl DE loco	1.35
MnJ 2110 NSWR 48, 49, 70 & 72 Cl DE loco	1.35
MnJ 2111 NSWR 40 & 47 Cl DE loco	1.35
MnJ 2120 NSWR steam loco nos. white	1.35
MnJ 2121 NSWR steam loco nos yellow	1.35
MnJ 2201 NSWR sleeping cars codes/lines	1.35
MnJ 2202 NSWR coach codes/lines	1.35
MnJ 2203 NSWR streamline sleepers	1.35
MnJ 2204 NSWR guard/power van codes/lines	1.35
MnJ 2205 NSWR dining car codes/lines	1.35
MnJ 2301 NSWR covered frt cars asst	1.35
MnJ 2302 NSWR open wagons asst	1.35
MnJ 2303 NSWR hopper wagons asst	1.35
MnJ 2304 NSWR flat cars asst	1.35
MnJ 2305 NSWR brake vans asst	1.35
MnJ 2306 NSWR reefers & alum hoppers asst	1.35
MnJ 2307 NSWR L7 double white on clear	1.35
MnJ 4301 QR frt logo asst	1.35
AR NSWR BCH/NHDA code & numbers	.30

CAMPBELLS ACCESSORIES

801 corrug alum 7½"x8 HO ft — 9 for	4.20
802 corrug alum 7½"x10 HO ft — 7 for	4.20
803 corrug alum 7½"x12 HO ft — 6 for	4.20
804 corrug alum 7½"x4 HO ft — 10 for	4.20
805 corrug alum 7½"x6 HO ft — 9 for	4.20
900 windows double hung — 6 pane for	2.10
903 windows double hung sml — 6 for	2.10
908 windows large — 3 for	2.10
909 skylights — 2 for	2.10
910 doors full panel — 3 for	2.10
915 doors half glass half wood — 3 for	2.10
918 doors glass top rest wood — 2 for	2.10
921 corbels — 28 for	2.10
923 brick chimney — 2 for	2.10
927 cycline vents — 3 for	2.10
929 windows large suit factory — 2 for	2.10
938 evaporative coolers — 2 for	2.10

NEWS BITS

Seasons Greetings to all our valued customers and friends. Still short of gift ideas? How about ARHS 1985 calendars — $5.75 ea, Railviews NSW — $2.75 ea, Cavalcade of Trucks — $2.95 ea. Many other books in stock. Any items unavailable will be back-ordered and supplied at advertised price unless advised. Packing and postage is extra and charged at Post Office rates. Maximum $2 packing fee, please allow extra, any excess refunded.

Mail Orders are our pleasure to:

IMPORT HOBBIES
4 Windemere Court
ALBANY CREEK, QLD 4035
Telephone (07) 264 2061

40 YEARS EXPERIENCE IN
MODEL RAILWAYS

HOBBYCRAFT

1351 BURKE RD. EAST KEW, 3102. (03) 80 3241

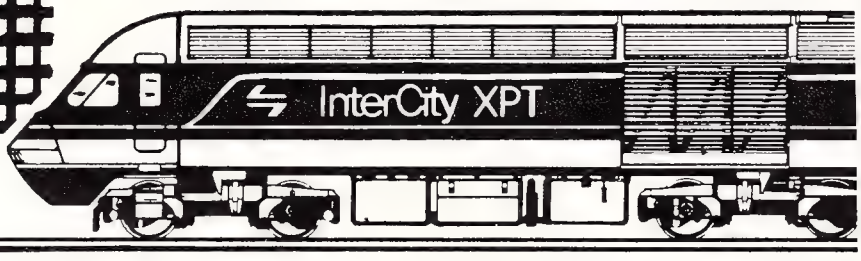
VICTORIAN HO BRASS LOCOS by ALCO & B.G.M., 'N' BRASS LOCOS
AUSTRALIAN HO KITS by B.G.B. & B.G.M. 'N' by FYBREN MODELS
ROLLING STOCK KITS for HO, HON3, HON2½, 00, 009, N & 0 GAUGE.
STOCKISTS OF HORNBY-LIMA-ATHEARN-MAINLINE-BACHMANN IN HO.
FARISH-CON COR-FLEISCHMANN-MINITRIX-BACHMANN-KATO IN N.

ENGINEERS SUPPLIES.
Drills from .4 to 3.0mm Pin Vices.
Taps from 6 to 16 BA, Tap Wrenches.
Button Dies 6 to 12 BA, Die Holders.
Jewellers Screwdrivers & Tin Snips.
Needle Files, Bahco Pliers & Cutters
12V Soldering Irons & Spare Tips.
12V Drills & Accessories, Dremels.

SCRATCH BUILDING MATERIALS.
Brass Sheet, Angles, Sections & Strip
Nickel Silver Sheet & Strip.
Plastikard .010" to .080" thick.
Embossed Plastikard, Micro Strip,
Plastic Rodding, Alphabets, Slaterscene
Corrugated Iron, Screws, Nuts & Washers
Maygib Bogie & Rolling Stock Wheels.

ACCESSORIES
Portescap Motor/Gearboxes-12 & 16mm Diameter, Sagami & Machima Can Motors, Tenschoda SPUDS, Driving Wheels, Gear Box Kits-38:1 & 60:1 by Alan Gibson.

MAIL ORDERS BANKCARD LAYBY WELCOME



F & G MODELS

BRING YOUR LAYOUT TO LIFE

with our quality painted cast detail parts
eg. train crew, machinery, boom gates
sacks, bins, boxes, barrells & many more
at your hobby shop or send SAE for list

P.O. Box 149 KILSYTH 3137
(03) 754 5758

DON'T

be fooled by 'Copy-Cats' that try to jump on our Band Wagon!

We are still the oldest and first supplier of Model Railway equipment from Germany. We are at it now for over 20 years, and have the experience and the know-how gained in all these years.

We stock (and we mean "STOCK"): L.G.B., POLA LGB, LINDBERG LGB, HMB LGB, MARKLIN, FLEISCHMANN, RO-CO, TRIX, LILIPUT, Rivarossi, MINI-TRIX, ARNOLD, RO-CO N, FALLER, VOLLMER, KIBRI, POLA, BUSCH, BRAWA, PREISER, MERTEN, NOCH, SEUTHE, MOSSMER, HERKAT, VIKING, HERPA, PRALINE, WILESCO.

We assure safe delivery, low cost, and accurate shipments. We are a US owned company, and you the customer are not a number but a friend. Some of our customers (oops, friends) are with us from the start.

We correspond in English, bank in England and the US so you have no problem with money transmittals, you can use any Pound Sterling or US Dollar money order, also of course German Marks.

We also have over 2000 Ship Models in 1:1250 and 1:2400 scale available in our catalog.

Shopping from us is like having a friendly Hobby Shop not arround the corner, but just across the Ocean.

Want also become one of our "friends"? send A$2.00 for our complete catalog listing, US $ price list, and ordering info., which you will receive by airmail.

1983 Price List now available.

SPECIAL OFFER:

N.R.P. Box Car made for us by Marklin US $8.95 Air Ppd.

NEW '83 MARKLIN MODELS NOT IN CATALOG, LIMITED EDITIONS:

3142 Norwegian Diesel..... Air Ppd US $81.65

PRESTON HOBBY MODELLE oHG
P.O. Box 2280,
8600 Bamberg, West Germany
Telephone 0951-1 22 22

FOX CONTINENTAL MODEL RAILWAYS

We Stock

LILLIPUT , FLEISCHMANN, ROCO, BEMO
BRAWA, ROSKOPF
SOMMERFELDT OVERHEAD CATENARY

FRED FOX

Mail Order Service
P.O. Box 111, DOONSIDE. 2767.
Phone (02) 622 6826

Showroom 80 Crawford Road, Doonside. Inspection by Appointment Only

MANSFIELD HOBBIES

100 Pacific Highway
WAITARA. 2077.

Phone: (02) 487 3188

P.O. Box 42. Hornsby 2077

LIMITED QUANTITY OF BRASS MODELS IN STOCK

DIESELS

40 Class	$325.00
43 Class	$295.00

STEAM

Z17 Class	$390.00

The above prices will stand until 31st January 1985.
As from 1st February, 1985, if stock remains, there will be a price increase on all three models.

For world acclaimed...

Roco

ROCO. Winner of five European awards, 1984, for excellence in model production. A fine range covering an extensive choice of European trains and accessories.
For catalogues ($4.95) contact your local hobby-shop.

FOR GENERAL ENQUIRIES send self addressed envelope to sole Australian distributor. For catalogue forward $6.25 for post-paid delivery anywhere in Australia . . .

ROCO could make your Christmas unforgettable with a superb model of the BR 043 (2-10-0) heavy goods locomotive.

Or maybe the Swiss electric Re 4/4 IV is more in your line. Both these models, and many others are available in 'N' or 'HO' scale.

Order yours now, at your favourite Hobby Shop.

BR 043
cat. 4126 A

Re 4/4 IV
cat. 14178 B

Trade and general enquiries to . . .

ROCO

THE ENGINE SHED PTY. LTD.

(Incorporated in Victoria)

MODEL RAILROAD SUPPLIERS

5 Carrington Road, Box Hill, Victoria. 3128
Telephone (03) 890 7027

Correspondence to: PO BOX 24, BOX HILL, VICTORIA 3128.

DARWIN HOBBY CENTRE

KALMBACH PUBLICATIONS

All About Signals	2.50
HO Primer	5.50
Trackplanking for Realistic Operations	7.95
764 Helpful Hints for Model Railroaders	5.00
Bridges and Buildings for Model Railroaders	5.00
Scenery for Model Railroads	6.25
N Scale Model Railroad Track Plans	4.00
Track Plans for Sectional Track	3.95
How to Wire Your Model Railroad	5.95
101 Track Plans for Model Railroads	5.00
Small Railroads You Can Build	4.25
Easy to Build Model Railroad Structures	4.50
HO Railroad that Grows	4.75
Easy to Build Model Railroad Freight Cars	3.00
N Scale Primer	7.50
Traction Guidebook	4.00
Practical Electronic Projects for Model Railroaders	7.50
Railroads You Can Model	4.50
How to Operate Your Model Railroad	13.95
Popular Model Railroads You Can Build	7.95
Scratchbuild & Kitbashing Model Rail Road Stations	4.95
More Railroads You Can Model	5.50
The ABCs of Model Railroading	5.75
Railroad Station Planbook	4.00
Creative Layout Design	11.95
Building Plastic Railroad Models	9.50
Modelling the Clinchfield Railroad in N Scale	4.50
How to Build Model RR Benchwork	5.50
Classic Articles from Model Railroading	4.50
Trackplanning Ideas from Model Railroaders	5.95
Model Railroading with John Allen	21.95
How to Build Realistic Model Railroad Scenery	8.95
34 New Electronic Projects for Model Railroaders	10.95
Building an HO Model RR with Personality	6.50
18 Tailor-Made Model Railroad Track Plans	
Model Railroader Cyclopedia Vol.1 — Steam Locomotives	33.00
Model Railroader Cyclopedia Vol.2 — Diesel Locomotives	22.00
The Second Diesel Spotter's Guide	12.75
Diesel Spotter's Guide Update	7.95
Steam's Finest Hour	30.00
The Age of Steam	25.00
1928 Handy Railroad Atlas of the US	6.25

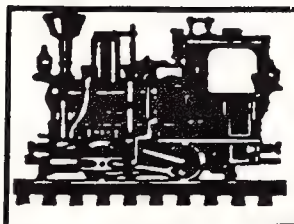
Darwin Hobby Centre
P.O. Box 37095, Winnellie, N.T. 5789
or Shop 10, Hibiscus Shoppingtown.

Send only cheque or money order.
Post and packaging $2.00.
Send SSAE for colour brochures and price lists.
For Kalmbach Railroad Books and Kalmbach "How To" hobby books.

POSTAGE RATES

1 copy within N.T.	$0.70
1 copy outside N.T.	$0.80
2 copies inside N.T.	$1.10
2 copies outside N.T.	$1.35

Larger Parcels	(3-8)	(9-20)
Darwin Metro & Settlements	$1.85	$2.05
Rest of N.T.	$3.80	$4.60
North Qld.	$4.60	$6.20
Rest Of Qld.	$5.20	$7.40
S.A., N.S.W., Vic., W.A., Tas.	$5.60	$8.20



GAUGE
G: 45mm

GOSH

GAUGE

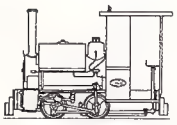
We've decided that the G in our name stands for Gosh! 'Cause that's what everyone says when they see it. You will too. Send $3.00 for our full descriptive brochures.

L·G·B

P.O. Box 527,
MANLY. 2095
AUSTRALIA.
Phone: (02) 94 3280 AH

SHOWROOM
Level No.6
AETNA Life Tower
219-227 Elizabeth St.,
SYDNEY.
Ph. (02) 267 8548.

Send stamped addressed envelope for coloured L.G.B. brochure, post free.



THE MODEL COMPANY
AUCKLAND NEW ZEALAND

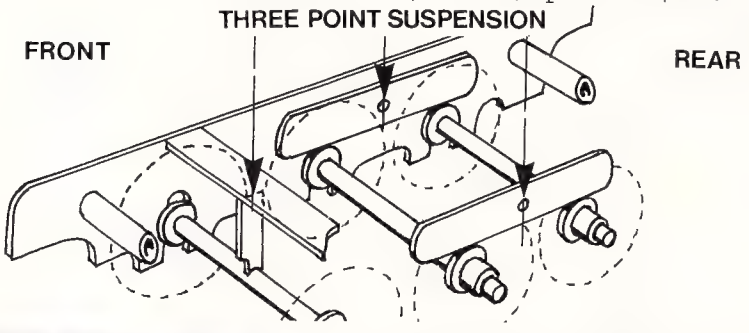
VR 'F' CLASS DIESEL

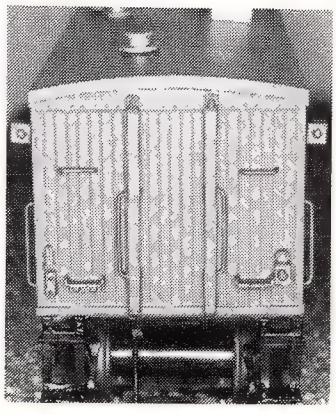
We expect this model will arrive just before Christmas. The 'F' will be painted and will feature:-

* Equalisation for "glide along" performance.
* Fitted brass flywheel.
* Some whitemetal castings with depth and sharpness of detail which will suprise many modelers.

WHY EQUALISATION? There are two methods of improving the performance of a model locomotive - springing and equalisation. The most common of these is springing which allows the wheels a more consistant contact with the rail thereby increasing traction and improving electrical pickup. The usual method of springing uses coil springs fitted above each axlebox. The disadvantage of this method is that all springs MUST be exactly the same length and of the same tension. As the model 'floats' on these springs most manufacturers fit very stiff springs to hold the model steady and in doing so destroy much of their usefullness. The model can sit unevenly if weight is added.
However with equalisation the loco sits firmly on its three points of suspension and adding weight (for improved traction) has no detrimental effect - see simplified drawing below. The model is always able to 'glide' along over rough track and sit at the correct height.

VR 'F' Class - available soon - $295.00 (deposit is $100.00)





WILL THIS BE THE LAST VIEW YOU HAVE OF OUR VR 'ZLP' GUARDS VAN?

The second shipment of this model has now arrived from New Zealand BUT the quantity is limited. Do not miss out - order now.

The model is painted, ready-to-run and includes custom printed decals.

The VR 'ZLP' $97.50

All MODEL COMPANY products are available from the following hobby shops:-

The Buffer Stop (McBees) Trainworld
The Engine Shed Branchline Hobbycraft
Hobbyline - or direct from the importer:-

Dealer enquiries for any Model Company products are welcome and should be made to:-

TYREN DISTRIBUTORS PTY LTD
P.O. BOX 144
COBURG, 3058
VICTORIA
Telephone: 478-6143

HO SCALE DIESEL PARTS

DETAIL ASSOCIATES

for all your detailing needs

THE COMPLETE DETAIL ASSOCIATES RANGE OF HO-O-N PARTS AND KITS IS DISTRIBUTED TO HOBBY SHOPS BY:

TYREN DISTRIBUTORS PTY LTD
P.O. BOX 144
COBURG, 3058
VICTORIA

Dealer enquiries welcome.

RED HEART SOUVENIRS

Railway Books

RAILMAC PUBLICATIONS

Silverton Tramway Locomotives	$2.40
SAR Narrow Gauge Locomotive Register	$2.40
South Australian Preserved Locomotives	$2.60
S.R.A. Locomotives	$1.80
Newcastle's Steam Finale	$3.90
Australian National Locomotives (Tasmania)	$1.80
Westrail Locomotives	$2.40
Station Pictorial -1	$2.40
S.T.A. Railcars	$1.80
N.Z.R. Locomotives	$2.40
A.N. Locomotives 1982 (SA & NT)	$1.80
Railway Photographer: Douglas A. Colquhoun	$2.40
Coals to Hexam	$3.40
Coals to Hexam	$5.00
Southern Steam in the 60s	$5.00
Westrail in Focus	$2.40
Railway Photographer: John Burgess	$2.40
Vicrail Locomotives 1982	$1.80
Railway Photographer: John L. Buckland	$2.60
Mile End's Steam Finale	$7.90
C17 an Ipswich Portfolio	$2.60
B.H.P. Locomotives	$2.90
Bus & Coach Pictorial: S.A.	$2.40
Bus Fleets: S.T.A. Adelaide	$1.90
10 Class Tribute	$5.90
Buses of the Garden State	$6.90
Western Australian Preserved Locomotives	$4.90
Southern Steam in Focus	$2.90
Westrail in Action	$2.90

BECKNELL BOOKS

M & GN in Focus	$ 6.90
Steam in East Anglia	$ 9.40
Steam Around North Norfolk	$ 5.20
M & GN in Action	$ 6.90
Cambridge-Kettering Line Steam	$ 5.20
Eastern countries Past & Present (Bus)	$ 9.40
Diesel Multiple Units: Eastern England	$ 5.20
Steam Around Norwich	$ 5.20
North Norfolk Railway Album	$ 5.20
Paddington Steam	$ 5.20
Barton Past and Present (Bus)	$ 9.40
Steam Around Peterborough	$ 5.20
Steam in the Midlands	$11.60
Essex Steam	$ 5.20
Eastern National Past & Present (Bus)	$ 9.40
Steam Around Leicester	$ 5.20
Wisbech and Upwell Tramway Centenary Album	$10.40
Class 50s on the Western Region	$ 5.20
Hebble Remembered (Bus)	$ 5.20
Surry Steam	$ 5.20

A.R.H.S. — Victoria

Steams Last Decade	$12.75
Six and Half Inches From Destiny	$ 5.95
The Outer Circle	$11.95
Diesel Pictorial	$ 4.20
Preserved Engines in Steam	$ 4.50
Rails to Millewa North	$ 3.00
Ararat Centenary	$ 3.00
From The Archives	$ 3.95
Rushworth-Colbinabbin-Girgarre Railway	$ 1.05
Deniliquin-Moama Railway	$ .90
Divisional Diary Vol.1	$ 2.00
Divisional Diary Vol.2	$ 2.50

OXFORD PUBLISHING CO.

British Railways Standard Steam	$19.95
Around the Branch Lines No1 Southern	$13.95
BREL Locomotive Works	$13.95
Complete British Rail Maps Gazetteer 1830-1981	$15.95
Freight Trains of British Rail	$13.95
Freight Wagons Load Service G.W.R. British Rail West	$23.95
G.W. Absorbed Engines. Pictorial Record.	$25.00
LMS Locomotives Vol 1. Illustrated History of	$30.00
G.W. Engines. Pictorial Record	$36.00
100 yrs of the G.W.R.	$13.95
LNWR Coaches. Illustrated History of	$19.95
Rail Atlas of Britain. 3rd Edition	$ 9.95
Spirit of the Great Western	$13.95
G.W. Engine Sheds 1839 to 1947. History Survey of	$15.95
Steam in South Wales Vol 1 Valleys	$11.95
Steam in South Wales Vol 2 North & West Swansea	$13.95
Sunset of British Steam	$13.95
LNWR Signalling. a Pictorial Record of	$25.95
The Power of the Class 56s	$15.95
35 Years of Mainline Diesel Traction	$15.95

SOUTHERN PRESS

A New Zealand Railway Album	$3.25
New Zealand Railways Road Services	$4.50
Cook Straight Ferry Story	$3.25
Memories of Steam on the North Island Main Trunk	$5.00
West of the Tararvas	$4.55
Working With Steam	$4.25
Kaimai	$2.95
Railway Electrification in New Zealand	$2.50
Prices of Thames	$8.50

1985 RAILWAY CALENDAR

Printed on quality art paper in full colour. Size: 335mm x 245mm.

FEATURES:
- Steam, diesel and railmotor
- AEC railcar at Campbellfield
- PMRs in the Darling Ranges
- 2 NT's on the NAR
- 3 x 36 class at Kelso
- PB15 469 crossing Cattle Creek

Each month is printed in full colour and all States are well represented. It is spiral bound and a convenient size, ideal for any wall. All gazetted public holidays are included and there is space for appointments to be noted.

Recommended Retail Price
$5.70

PACKING AND POSTAGE ADD $1.50.

AUSRAIL PUBLICATIONS

Sydney Suburban Steam Railways	$3.00
Lapstone Zig Zag N.S.W.	$3.00
Standard Gauge Railway Across Australia	$2.00
Steam Triumph of Railway Across Australia	$2.00
Port Arthur Railway Across Tasmanian Peninsula	$2.00
Steel Wheels on Railway to Whyalla (SA)	$2.00
Pichi Richi Railway (SA)	$2.00
Tunnels	$2.00
Picton-Mittagong Main Line Railway	$2.00
Picton-Mittagong Loop Line Railway	$2.00
The Great Zig-Zag Railway at Lithgow	$3.50
Viaducts on Australian Railways	$2.00
Sydney in the Steam Time	$2.00
Blue Mountains Railways	$3.00

DAVID AND CHARLES PUBLICATION

Garratt Locomotive 2nd Edition	$29.95
Eric Treacy. Railway Photographer	$29.95

A.R.H.S. — South Australia (Inc)

"500"	$5.00
"700"	$5.00
Broadway to Port Pirie	$4.50
Mile End Railway Museum. First 25 Years	$3.50
Childrens Colour in Book	$ .65

A.R.H.S. — N.S.W.

NSW Railways. The First 25 years 1855-1880	$ 4.00
Locomotives of NSW Vol 1.	$ 6.95
Steel and Rails in Newcastle	$11.95
Pansy — The Camden Tram	$ 5.50
Locomotive Handbook. Emu Bay Railway Co.	$ 2.00
North of the Harbour	$ 8.50
The Wolgan Valley Railway. Its Construction	$ 2.50
Units in Focus	$14.95
Smoke Gets in Your Lens	$28.00
Steam in Australia	$ 8.90
Along the Line in Tasmania. Book 1 Gov. Lines	$ 3.50
Along the Line in Western Australia	$ 1.00
Along the Line in New Zealand	$ 1.50
Railway Freight Wagons of NSW 1982	$ 9.95
Locomotives in China. Soft Bound	$ 9.95
Locomotives in China. Hard Bound	$15.95

STEAMTOWN PETERBOROUGH RAILWAY PRESERVATION SOCIETY

"Steamtown"	$1.50

LIGHT RAILWAY RESEARCH SOCIETY of AUSTRALIA

Trestle Bridges & Tramways	$ 3.50
Timber & Gold	$ 8.50
Fiji's Sugar Tramways	$ 4.50

BLANDFORD PUBLICATIONS

The Call of Steam	$21.95
In Search of Steam	$21.95

CORMARTY PRESS

Name Trains of the 70's	$4.95
The Country Railway in Australia	$9.95
Rail Preservation in Australia	$7.95
Early Trams of Sydney	$8.95

METHUEN

Observers Book of Steam Locomotives in Aust.	$ 5.95
Great Steam Trains of Australia	$19.95
Full Steam Across the Mountains	$19.95
Changing Trains	$19.95

MILE END RAILWAY MUSEUM (SA)

Locomotives of Australian National	$5.95
South Australian Diesel Pictorial	$5.95
On Shed at Mile End	$3.50
Rails Around Adelaide	$2.40

RAILWAY TRACTION RESEARCH

The ML2 Story	$16.95

RED HEART Souvenirs

TODD STREET
P.O. BOX 1013
ALICE SPRINGS 5750

TELEPHONE (089) 52 3128

XPT

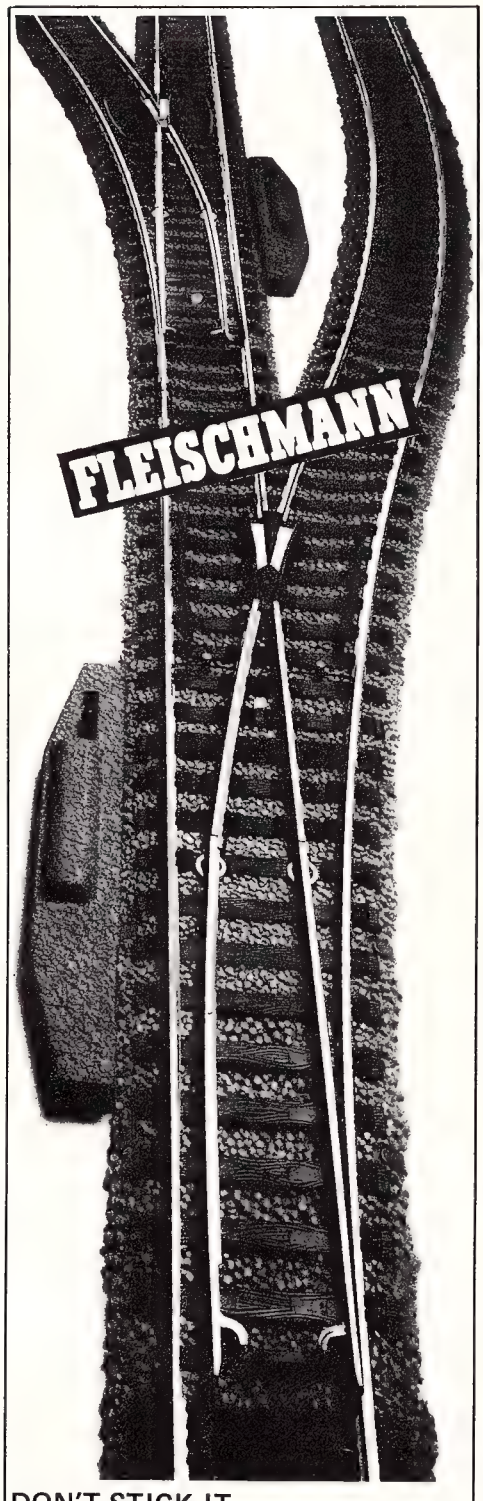
T-SHIRTS

White or Cream. Colour prints of N.S.W. XPT, 48 class; V.R. C class; S.A.R. 520 class; ANR 830; C.R. NSU; Westrail K; Qld. 2400.

Size— 1, 2, 4 ..... $6.00
6 to 22 ..... $6.95

Packing and postage: $1.50

VISA DINERS CLUB AMERICAN EXPRESS



DON'T STICK IT

PROFI – TRACK IT

FLEISCHMANN

Ready Ballasted Track Systems –
Set & Flexi in HO/OO and N.

For ALL popular makes of Trains

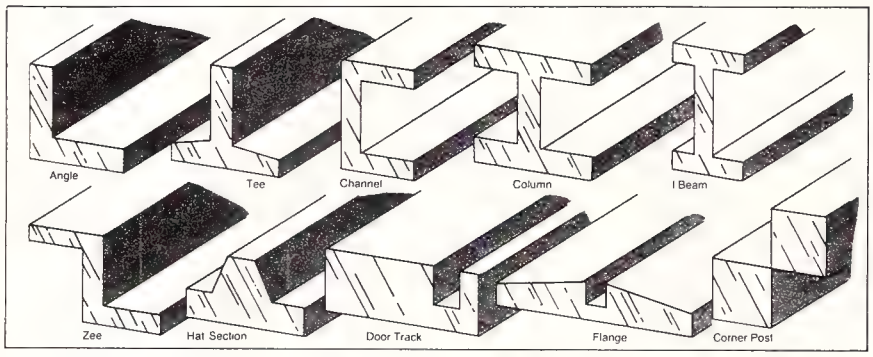
For track sample & brochure send $1.65
and specify guage.
Available from leading Hobby Shops
or by Mail Order from:–

BILL WEBB

MODEL RAILWAYS

P.O. Box 68 FIGTREE 2525.
Phone:(042) 29 5824
Showroom 21 Meares Avenue, Mangerton.

HAVE YOU TRIED NORTH EASTERN TIMBER ?



* High quality, fine grain Sugar Pine
* Many times better than Balsa – NO FUZZY CUT EDGES!!
* Inherent strength and flexibility
* Sizes suitable for any scale.
* Perfect for buildings, rolling stock, pattern making

GIVE IT A GO MATE . . . .

Send for catalogue and price list.

Milled Basswood, Structural Shapes, Stripwood Angles, Tees, I Beams, Columns, Weatherboard siding, Scribed Sheathing, Corrugated Siding, Roofs, Floors

NORTH EAST MODELS.

P.O. Box 588, WODONGA 3690 VICTORIA
PHONE (060) 24 7009.

OO/HO

LIMA HORNBY WRENN PECO

IAN ALLAN TRANSPORT BOOKS. MERIT. BUILDER PLUS. TRAX. WEICO. MIDGET MODELS. H & M. SCENIMAT. FRIEDMONT. BADGER. WIRE. SWITCHES. ACCESSORIES. SCENICS. ETC. & TOWER OO TRAM KITS

HORNBY DUBLO & WRENN SPARE PARTS
BRUSHES SPRINGS TYRES COLLECTORS GEARS ETC

WOODPECKER MODEL RAILWAYS
MAIL ORDER LISTS TRADE INS CALLERS BY APPOINTMENT

PO Box 43
PENDLE HILL NSW 2145

Phone
(02) 671 6607

NOW AVAILABLE

BOX CAR HOBBIES

MODEL RAILOLOGISTS

wishes all their customers and suppliers a Merry Christmas and a Happy New Year.

SOLE VICTORIAN AGENT for **WALL PLAQUES INTERNATIONAL**
SEND S.A.E. for FREE PRICE LIST

AUSTRALIAN OUTLINE BRASS LOCOMOTIVES AND DIESELS
BERGS ALCO TRAX.
BROAD GAUGE MODELS
CASULA MANSFIELD

CHRISTINE HICKS HIGHWAY SIGNS.
TUFT SCENIC MATERIALS.
MAGIC – SUPA GLUES.
BADGER SPRAY EQUIPMENT.
TESTORS SPRAY PAINTS.
HUMBROL & TAMIYA PAINTS.
MODEL POWER TOOLS.

Puffing Billy Models

SCENIMAT CAST METAL FIGURES & ANIMALS ETC.

REALISTIC CASTINGS

AUST. KITS.
AR. BCH-GLX.
BROAD GAUGE BODIES
KITS & DECALS. FULL RANGE.
BROAD GAUGE MODELS. GY-U-UB.
CAMCO. FO-CW-GSV-HGM-HGX.
FRIEDMONT MRC. INCLUDING AE
Z3 TRAMS A & B SPIRIT SETS.
FYBREN 'N' GAUGE. ELX-VLX.
RAILS NORTH. NSW OUTLINE FREIGHT.
STEPHEN JOHNSON. NSW OUTLINE.
MINI MODELS. MLV-BSV-BCW.
R.T.R. LIMA.
DIESELS:-42-44-930-S-GM.
FULL RANGE OF PASS. COACHES AND FREIGHT ROLL STOCK.
TRAX R.T.R.

LIMA
Weico models
PECO
KALMBACH BOOKS

IBERTREN 'HO' & 'N' KATO 'N'
MAXICRAFT ELECTRIC DRILLS AND SAWS.

mail order
laybys
trade-ins

BOX CAR HOBBIES
12 VICTORIA ST.
COBURG 3058
TEL.(03)354-8519

welcome

BERGS
OF PARRAMATTA

261 CHURCH STREET. (02) 635 8618

THE MANAGEMENT
AND STAFF

Wish all OLD and NEW Customers
A VERY MERRY CHRISTMAS
AND A HAPPY NEW YEAR

MANSFIELD HOBBIES

100 Pacific Highway
WAITARA. 2077.

Phone: (02) 487 3188

P.O. Box 42.
Hornsby 2077

AD60 N.S.W. BEYER GARRETT

Would you like to add to your collection a brass models of the AD60 beyer Garrett that will be operating correctly?

The model will be produced by Samhongsa of Korea to their usual high standard, with over 200 brass lost wax castings. It will be modelled on the AD60 as it was in later service, with extended bunker and sound piping fitted.

Expected Time of Delivery: January, 1986.

Quantity: Anticipated to be 150 models.

Price: Models fully paid by delivery will be under $800.00.
After delivery the price will increase by $100.00
Price will be subject to exchange rate variation.

Deposit: Due to the small number of models to be produced, we will require a deposit of $150.00 on firm orders before delivery.

AUSTRALIA DAY MODEL RAILWAY EXHIBITION

BIRKENHEAD POINT

SHOPPING COMPLEX,

VICTORIA RD.,

DRUMMOYNE

(Near Iron Cove Bridge)

26th, 27th, 28th JANUARY 1985
SATURDAY, 9.30am to 6.00pm
SUNDAY, 10.00am to 6.00pm
MONDAY, 10.00am to 5.30pm

ADULTS $1.50 **FAMILY $4.00**
CHIL DREN 60c

NEW KIT
"CREAMY KATE"
Railmotor CHP 38

This unique railmotor represents the developement from the CPH *"Tin Hare"* to the 400 class railmotors.

Creamy Kate is now preserved by the Dorrigo Steam Railway and Museum.

Price:- Basic Kit less wheels and 'Spud'
$47.50 including postage.

10% of all mail order sales will be donated to the Dorrigo Steam Railway and Museum.

Available From: **Stephen Johnson Models**
P.O. Box 1534
ORANGE. 2800

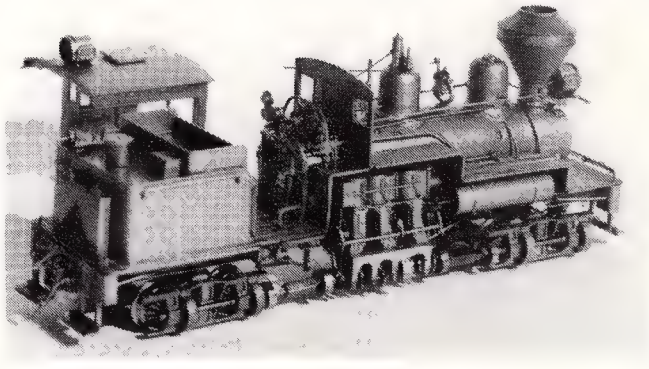
NOW IN STOCK . . . . . .
HO & HOn 3 GAUGE 25 TON SHAYS . . .
FROM THE SHOPS OF 'UNITED'. . . . .

HO HILLCREST 25-TON SHAY: The prototype of this model, originally designed for 3' gauge, worked in British Colombia, on the stahdard gauge logging lines of Hillcrest Lumber Co. Ltd

HOn3 COWICHAN 25-TON SHAY: Following service with the Hillcrest Lumber Co. Ltd., the prototype was reconverted to 3' gauge, for service on the narrow gauge roads of the Cowichan Valley Forest Museum, on Vancouver Island, British Colombia.

*** Both Models Come With Removable Cab and Feature Full Cab Detail.**
*** Obtainable From Most Good Hobby Shops.**

COMING NEXT.....DUE DECEMBER
* HO Caddow River Lumber Co. No. 11 Shay.
* HO Elk River No. 3 50 ton Climax.
* HOn3 Caddow River Lumber Co. No. 11 Shay.

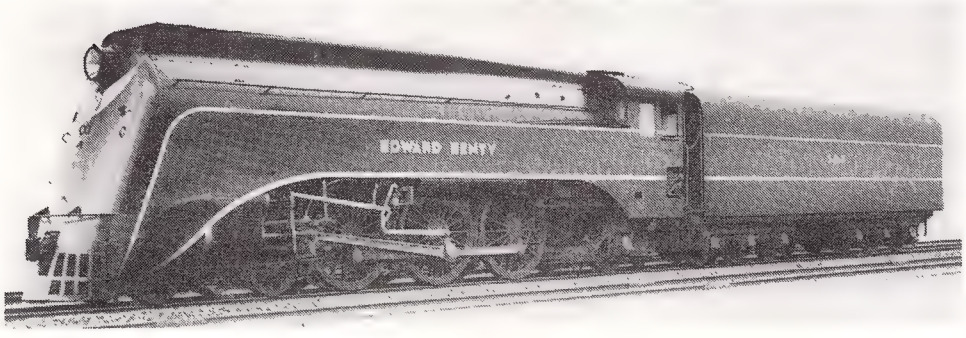


SOLE AGENT & IMPORTER
P.W.DUCKETT
Box 304, P.O. CAUFIELD. Vic. 3161

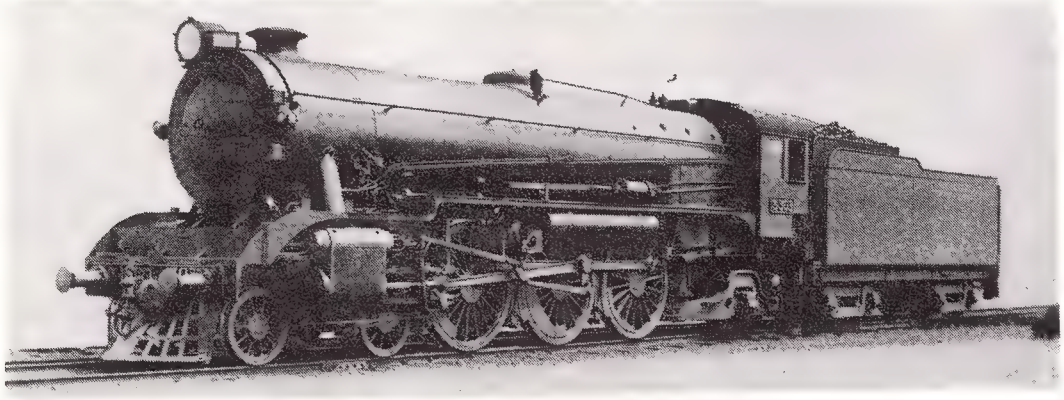
YE S IT'S THE "S" . . . . V.R. "S" CLASS 4-6-2 . . . HO SCALE

THE FINEST AUSTRALIAN LOCOMOTIVE EVER BUILT

Handcrafted in Brass By **SAMHONGSA** *of Korea.*



STREAMLINED version as running in 1940 — slotted pilot, original welded tender and bogies, full valancing, etc.



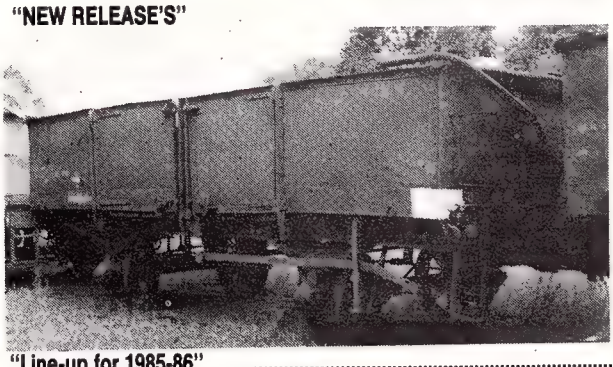
UNSTREAMLINED original version based on 303 as running in 1933 — Flanged chimney, premodified front-end, etc.

Now you've seen our "X" class loco and that quality speaks for itself.
Our name means Accuracy, Engineering, Design, detailing and Operation.

VERY LIMITED QUANTITIES of both models will be produced, with all the superb features we can expect from this manufacturer.
High Quality **FACTORY PAINTED COLOUR SCHEME** with headlight and window glazing applied to both versions.
PRICE:-$520.00 PAINTED. (Subject to Tariff variation).
Unpainted models to order only will be accepted up to the 15th December 1984.
Secure your order **NOW** with a **$100.00** deposit.

Delivery Expected February 1985

"NEW RELEASE'S"



VICTORIAN RAILWAYS 'I' TRUCK.

General Purpose Open Wagon ..... **HO SCALE**

Injection moulded polystyrene kit.

Complete with new scale 11.04mm 9 spoked metal wheels, brief history, assembly and painting instructions.....
Price $7.55

Etched brass brake lever and shunters steps to suit "I" truck available soon.

Liquid Modeling Water:- For realistic lakes, rivers and streams in any scale.
Easy no mess mixing pack ..... **Price $9.00**

"Line-up for 1985-86".....HO Scale.
V.R. "X" class diesel-electric locomotive . . . produced in two versions and two paint schemes. Delivery expected mid 1985
V.R. "C" class steam engine locomotive . . . . . . used for many years as a fast freight loco. Delivery expected early 1986.
Brass Streamlined **Spirit of Progress Cars,** ready to run, painted and lined complete with window glazing will be released at quarterly intervals so plan your budget now.

BROAD GAUGE MODELS PTY. LTD.
P.O. BOX 136
BORONIA
VICTORIA. 3155

All B.G.M. kits and products for the discerning V.R. modeller may be purchased from hobby shops or direct from B.G.M. plus 5% postage.

MODELS OF VICTORIAN PROTOTYPE
BROAD GAUGE MODELS

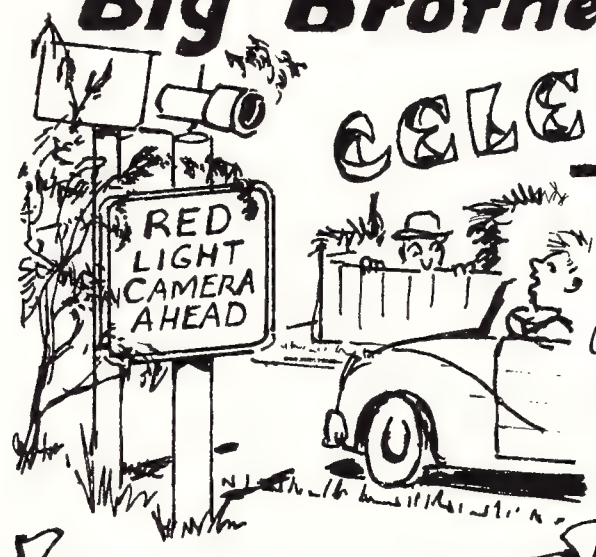
Reg. Office 511 Mt. Dandenong Rd., Kilsyth.

You've survived 1984, the year of **Big Brother**

CELEBRATE with a visit to...

Train World

624 HAWTHORN ROAD. EAST BRIGHTON
(P.O. BOX 100 NORTH BRIGHTON 3186)
PHONE (03)596·6342
OPEN FROM 9 A.M. TILL AT LEAST 5 P.M.
MONDAY TO SATURDAY - LATER FRIDAYS



TREMENDOUS RANGE OF BOOKS AND MAGAZINES
DAVID FROST

Air brush equipment
Dial calipers
ATLAS trackside structures

Note:- THERE ARE NO SURVEILLANCE CAMERAS AT **Train World**

bankcard welcome here

Shop at Home

bankcard welcome here

MAIL ORDER DIVISION — P.O. BOX 265, FERNTREE GULLY, VIC., 3156.

System12000

Walkaround throttle for the railfan: exciting features like; Built-in memory; Smooth slow speeds easy installation and expansion. CAT No.T0103. SUGGESTED RETAIL PRICE.....$99.00.

Now expansion kits for our SYSTEM 12000 walkaround throttle are available in 3 sizes:
3 metres:$16.95; 6 metres:$24.95; 9 metres:$34.95.

And if that's not enough, we've introduced a NEW SYSTEM 12000 stationary panel mounting throttle with all the characteristics of the walkaround and the convenience of a 5 POSITION BRAKE; SMOOTH SLOW DIRECT DRIVE CAPABILITIES; INERTIA CONTROL FOR SLOW PROTOTYPE STARTING. CAT No. T0104.
Suggested retail price.....$65.00.

ACCESSORIES

POINTPOWER
INSTANT POINT POWER Reduces the risk of Point Coil Burnout with less current drain from your power supplies. **$14.95c** CAT. No. P0103

TEMPESTLITE
A safe, simple solution to all your layout wiring problems.
CAT. No. L0104 **$3.95c**

TEMPEST ELECTRONICS AND BEVBEL

We are importing this fine range of custom detailed products for the discerning modeller. All locomotives are Athern with the NEW STYLE MOTOR and will be available in a range of road names. Send 9 x 4 S.S.A.E. for list.

THROTTLES

AP7000 mkII PROVEN, RELIABLE CONTROL. Inertia or direct drive; 5 Position Brake; power on and track monitor indicators. **$53.95c** **CAT No. TO100**

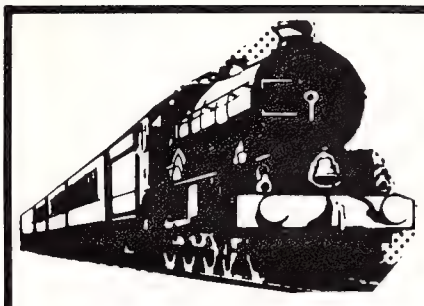
AP3000 mkII THE IDEAL BEGINNER'S THROTTLE. Automatic pulse power; Electronic short circuit protection; Easy installation. **CAT. No TO102** **$29.95**

DISTRIBUTED IN N.S.W. BY ZELBO P/L trading as LOCOMOTION. phone (042)672 496.

WHY NOT VISIT OUR SHOWROOM....PHONE FOR AN APPOINTMENT. Send 9 x 4 S.S.A.E. for brochures. ADD $3.00 FOR HANDLING...ALL ORDERS OVER $60.00 WILL BE SENT FREIGHT FREE. All Tempest Electronics manufactured products have our 2 YEAR GUARANTEE.

TEMPEST ELECTRONICS
PROVEN CONTROL SYSTEMS

THE LEADERS IN ELECTRONICS
33 Borg Cres., SCORESBY, 3179. (03) 763 5584.
All Correspondence to our P.O. Box 265, Ferntree Gully, Vic., 3156.



PERTH HOBBY CENTRE

385 Murray Street, PERTH 6000
WESTERN AUSTRALIA
Phone: (09) 322 3376

MAIL ORDER SERVICE & TERMS
FREIGHT FREE IN AUSTRALIA
Bank Cheque, Postal Money Order, C.O.D.
Credit Card — Bankcard, Visa or Master Card
Phone/Write name, number, expiry date.
(Add 3% if using credit card)

LIMA HO Australian

Diesels — Class 44, 442, GM, 42, Vic S	$38.95
XPT Power Car	44.95
Class 38 Steam N.S.W., green/black	69.95
Coaches Overland, Indian Pacific, N.S.W.	9.98
GY wagons	4.99
XPT coaches	19.98
Brake van, or V8 type	ea. 9.98
Tanker — Shell, Golden Fleece, Mobil	ea. 6.98
Container Flat Tops	ea. 6.98

MEHANOTEHNICA WA Diesels

Alco 628 Hamersley Iron or Mt. Newman	$29.95

HORNBY OO English

R050/R080 Princess LMS/BR	$109.95
R068/R320 Black 5 LMS/BR	79.95
R077/R320 Mallard	109.95
R398 LNER Flying Scotsman	99.95
R685 LMS Coronation	99.95
R404 Class 47 diesel	59.95
Coaches LMS, GWR, LNER, SR	ea. 15.95
Full Range of Track and Accessories	

LIMA OO English

King GWR.BR	$79.95
Crab LMS/BR	89.95
Prairie GWR/BR	58.95
Deltic diesel, blue/green	39.95
Western or Warship diesels — All	39.95
Coaches all English — only	11.95
HST Power car (lighted)	39.95
Class 20 Bo-Bo	39.95
G.W.R. Railcar	39.95
Manual points, left/right	ea. 6.98
Electric points, left/right	ea 9.98

MAINLINE OO English

Diesel Type BR Co-Co, green	$19.99
Diesel Class 56, blue goods/express	39.98
BR Collett 0-4-0 black loco	2.99
Coaches BR brakes blue choc/cream	4.98
Coaches BR restaurant blue, red/cream	4.98

WAGONS . . . All only ea. 2.50
Or $1.99 each for 6 one type
5 plank — LMS, BR grey, BR (steel), Warroner
7 plank — BR grey, CWS, Horlicks, NE, ICI
7 plank — Cambrian, Courtalds, Colemans
Vans — BR (brown), LMS, LMS (cattle), Allsops
Tankers — BP, Daylight, Nat/Benzole, Molasses
Ore Wagon — Iron Ore, Sheepbridge, BR grey/brown
Brake Van LNER 10', BR 10'

ZERO 1

Master Controller	Reduced to $139.00
Loco Modules	19.95

EDA Transformer 225 (AC/DC) $35.00
EDA Transformer Dual 223 (AC/DC) 78.95

KADEE No.5 Couplers ea. $3.99
Full Range Couplers and Accessories.

RIVAROSSI HO — N American

Big Boy UP Challenger bk/grey	$249.00
FEF 3 UP black/grey	199.95
USA coaches all	ea. 17.95

BACHMANN HO-N American

4-8-4 UP/Santa Fe	$69.95
2-10-4 Texas, S.Fe or P.R.R.	89.95
4-4-0 O/Timer CP/UP	29.95
4-6-0 SP. 2-6-2 UP/NYC	46.95
F9 diesels UP, S.Fe, Amtrak	17.95
GP40 UP, S.Fe, BN	24.95
SD40-2, UP, S.Fe, BN, SCL/LN	29.95
DD 40x diesel	39.95
Gandy Dancers	17.95

TYCO points manual	$4.95
TYCO points electric	6.99
TYCO building from	4.99
SUPERQUICK kits (ex a-5, 10)	ea. 3.99

FULL RANGE FALLER; HELJAN, VOLMER, POLA, KIBRI, MODEL POWER, LIFE LIKE.

FLEISCHMANN HO-N German/Euro

4000 0-4-0 Tank loco (DR)	$36.95
4010 0-6-0 Tank loco (DR)	89.95
4019 0-6-0 Tank loco (DR)	58.95
4093 0-10-0 LG Tank (DR)	109.95
4160 4-6-0 Class 36 (DR)	129.95
4230 Diesel Class Z12 (DB)	79.95
Coaches DR green 5079 to 5088	ea. 24.95
Wagons DB 5200 to 5203, 5203 to 5208	ea. 8.50
Profi Track (Flexi) ballasted	ea. 3.99

ROCO

Coaches from	$19.95
Wagons from	4.99
Flextrack 4400S	2.75

ATHEARN diesels

SW 1500s, GP9, GP35s, SD-45, SDP40	ea. $33.95
Box car, Flatcar, reefers	ea. 2.75

ROUNDHOUSE

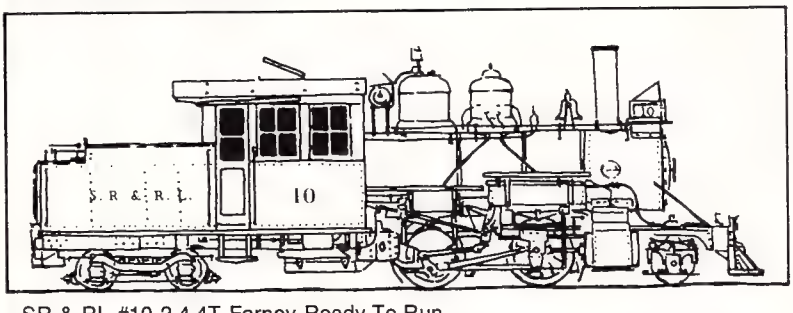
Wagons, 40', 50', hoppers	only $6.95
Gondolas, Ore cars, Flat cars	only 4.95

PECO Nickel Silver HO/OO — N Track

SL100X (HO/OO), SL300X (N) Flexitrack			ea. $2.75
For above — Box (24) HO or N			59.95
Points SL91x, 92x, 93x, 97x, ST240/41			ea. 6.98
Points Electrofrog 91, 92, 95, 96, 97			ea. 8.95
Point Motor			ea. 7.50
N Points SI-391, 392, 394, 397			ea. 6.95
Ballast SL-50	$5.50	SL-350	$3.99
Track Cleaning Rubbers			ea. 1.50

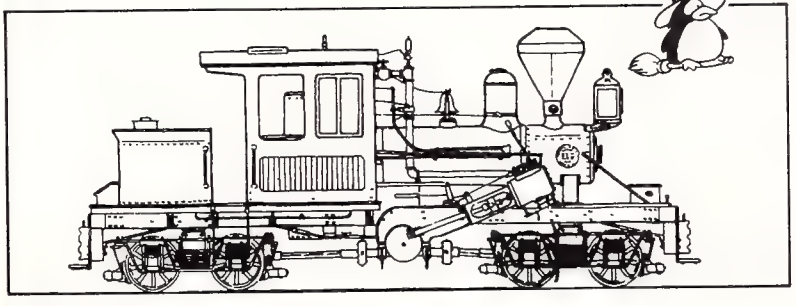
PUFFING BILLY MODELS

NEW FROM FLYING ZOO



SR & RL #10 2-4-4T Forney Ready-To-Run.
Available end of December in strictly limited supply
$ 295.00 HOn 2½ only.

Flying Zoo



Re-Run of CLIMAX $ 245.00 HOn 2½ and HOn3
DONT MISS OUT THIS TIME

We are now able to supply products from the following Leading Narrow Gauge Manufacturers. Send S.S.A.E. for Price List.

FLYING ZOO HOn 2½ and HOn3 Brass locomotives and rolling Stock.

V & T SHOPS HO, S & O Scale narrow gauge "Creative" kits.

SANDY RIVER CAR SHOPS HO & O Scale narrow gauge craftsman rolling stock & building kits.

HOBBY BARN O Scale brass & white metal detail parts.

BUILDERS IN SCALE HO Scale museum quality building kits

GRANDT LINE O Scale narrow gauge locomotive & rolling stock kits.

F & G MODELS HO Scale Australian made details items & kits.

PUFFING BILLY MODELS Our own HO Scale Australian prototype narrow gauge kits & detail items.

MR. RETAILER YOUR ENQUIRIES ARE WELCOME.

PUFFING BILLY MODELS
HAND CRAFTED MINIATURES
11 DUNOON STREET, MOOROOLBARK, VIC. 3138. TEL (03) 726 8206

Puffing Billy Models – proudly made in Australia

N.S.W.G.R. Z26 CLASS

White metal HO scale kit with pre-built brass chassis, idler gearbox, can motor, as seen at the Sydney Exhibition is now available.

Price $175.00 incl. certified post.

Footplate Models

Box 1504, Canberra. 2601.

Finescale Models

Authorized Dealers for —: Central Arcade, Murray Street, Colac, 3250

Triangle Scale Models
Overland Models Inc.
Kadee Co. F-B-L
Precision Scale Co
Grandt Line
Tomalco
Shinohara.

Rivarossi, Roco, Faller, BGB & BGM Kits, Athearn

MAIL ORDER/ENQUIRIES WELCOME PECO

We stock all major brands
Complete Line of R/C planes, boats, cars
"Everything in Model Railroads"

Sn3, HO, HOn3, & N, Stock of Kits, Paint, Parts, Bldgs
Over 100 New & Pre-owned brass locos.
Mon-Fri 10:30 -5:30, Sat 10- 1 Sun by appt.
Phone: (052) 31 4289 A.H: 35 3277

MasterCard · Warehouse Discounts · VISA

15% OFF

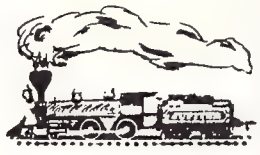
Athearn Diesels

Our Reg ~~$46~~ NOW $39

AMRAIL MODELS
104 Duggan Street,
Black Hill
BALLARAT
3350

QUALITY MODEL TRAINS

MAIL ORDER



Rivarossi
Bachman
Pemco
Mainline
Model Power
A.H.M.
Builder Plus
Merit/
Peco Track
Lima

Bankcard welcome

JUNCTION HOBBIES

new **MAIL ORDER** service specialising in **HO** scale

P.O. BOX 86
CHESTER HILL. NSW 2162

MAIL ORDER SERVICE

— STOCKS INCLUDE —

THE GOULD COMPANY — rolling stock kits
BEV-BEL — custom decorated locos and rolling stock.
NORTHWEST SHORT LINE — tools, replacement wheelsets, flea drive, PDT.
CARY LOCOMOTIVE WORKS — diesel loco bodies.
ROUNDHOUSE — Shay kits.
KADEE — couplers, accessories.
CENTRAL VALLEY — bogies, bridge kit.
MANTUA — logger locos, tank or tender type.

DETAIL PARTS SPECIALIST

Large range includes:-
DETAILS WEST, DETAIL ASSOCIATES,
UTAH PACIFIC, GRANDT LINE,
P.F.M., TRACKSIDE PARTS,
ALLOY FORMS, MV PRODUCTS,
ALEXANDER SCALE MODELS.

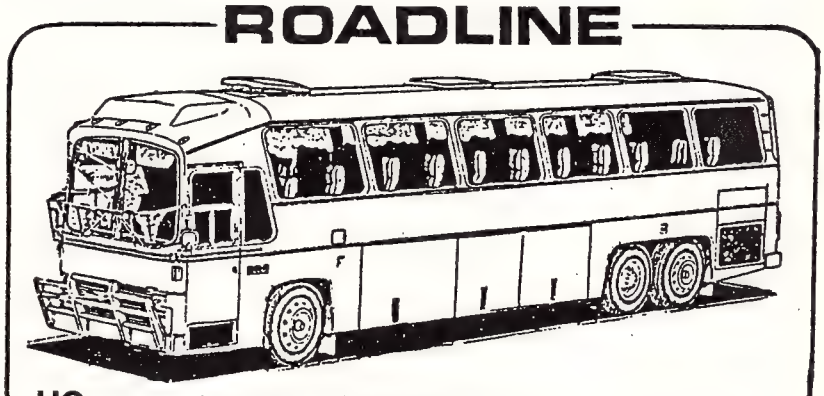
Write for latest list

Weico models

P.O. Box 283.
RESERVOIR
Vic. 3073

AUSTRALIAN
HO SCALE ROAD VEHICLES

ROADLINE



HO AUSTRAL TOURMASTER 4 RL001

NEW RELEASE Fully Detailed Cast Metal Kit $28.00

ALSO STILL AVAILABLE — TRANSPORT HERITAGE SERIES.

No.1 HOLDEN FJ Sedan, ute, P/van (now painted and assembled)	$5.75
No.2 BEDFORD C.A.C. 1956 Bus	$21.00
No.3 SYDNEY Double Decker Bus 1949 AEC — Albion — Leyland	$26.00
No.4 ANSAIR FLXIBLE Clipper (Pioneer 1960) Bus	$21.00

N GAUGE. This Range is now Discontinued. Some Stock Still Available.

ALL KITS AVAILABLE DIRECT FROM WEICO IN CASE OF DIFFICULTY.
S.A.E. FOR NEW BROCHURE — PRICES OF MADE UP KITS.

TRADE ENQUIRIES:

Victoria — NSW
Weico Models

Queensland
Railco
P.O. Box 217
Zillmere

South Australia
Broad Gauge Bodies
P.O. Box 137
Daw Park 5041

TRAINTASIA

MODEL RAILWAY EXHIBITION

RAILWAY SPECIALISTS
EXPERT REPAIRS

CAN YOU OPERATE TWO TRAINS AUTOMATICALLY ON THE SAME TRACK, WITHOUT ANY SWITCHES OR RELAYS??

YES WITH **E.T.C.** YOU CAN

E.T.C. does it electronically, leaving your hands free to operate other trains.

All you have to do, is: Link the two transformer wires to the E.T.C. unit, another two wires to insulated sections and wire your light signal. Like MAGIC, two trains operate simultaneously and the signal light changes as well.

E.T.C. is a **TRAINTASIA EXCLUSIVE** for only $16.50 plus $1.50 P & P. (AMRI Light signal 'HO' or 'N' Gauge $5.50 extra. Please state which.) All units are pre-tested and supplied with full instructions.

MAIL ORDERS: P.O. BOX 86 MERMAID BEACH

2480 GOLD COAST HIGHWAY,
MERMAID BEACH, 4218 — Ph.552103

MODEL RAILWAYS

FOR THE BEGINNER AND ADVANCED HOBBYIST IN Z,N,OO,HO,O,I,IIm

LOCOMOTIVES AND ROLLING STOCK,
BUILDING KITS, LANDSCAPING
MATERIAL, SCENIC AND OPERATING
ACCESSORIES, TRACKS, CABLE CARS,
POWER SUPPLIES, TRAMS, CATALOGUES,
TROLLEY BUSES, SIGNALS, LIGHTS,
and much more ...
PLEASE COME IN, BROUSE AROUND
AND CHECK OUR REASONABLE
PRICES. TRADE IN'S ACCEPTED.

THE
BIG
TRAIN
FOR HOUSE
AND GARDEN

LGB

THE GIANT OF NARROW GAUGE TRAINS,
22.5 TIMES SMALLER THAN THE REAL THING.
THIS COMPLETE MODEL RAILWAY SYSTEM IS
EXTREMELY ROBUST AND WEATHERPROOF,
SOME COME WITH SMOKE AND SOUND,
DESIGNED FOR USE OUTDOORS IN YOUR
GARDEN, OR EVEN INDOORS.
AND
WEATHERPROOF BUILDINGS IN KITFORM BY:

POLA · LGB
weather proofed model buildings

CHECK OUR POLA LGB PRICES BELOW!
WE ACCEPT: BANKCARD/MASTERCARD/VISA
DINERS CLUB/AMERICAN EXPRESS/LAY BY

HOBBY YARD PTY.LTD.
MODEL RAILWAY SUPPLY

38 BAKERY SQUARE
MELTON VIC. 3337

(P.O. BOX 254)

TELEPHONE:
(03) 743 7219

A VERY HAPPY CHRISTMAS TO ALL
OUR CUSTOMERS, WHOLESALERS AND
MANUFACTURERS . . .

HOBBY YARD

HERKAT MODEL RAILWAY ACCESSORIES

MODEL LIGHTS WITH BRASS POLES,
ASSEMBLED OR IN KITFORM,
TRACK CLEANING WAGONS IN N AND HO FOR AC OR DC USE,
ELECTRONIC DIRECTION SWITCHES,
TRACK CLEANING AND SMOKE FLUID 'SR 24',
COACH WASHING BAYS IN HO, ASSEMBLED OR IN KITFORM,
WITH OR WITHOUT MOTOR,
SIGNAL BOXES AND ALL PARTS,
PLASTIC CEMENT,
AND MANY USEFUL BITS AND PIECES...

AVAILABLE FROM HOBBY YARD OR
ASK YOUR LOCAL HOBBY SHOP FOR HERKAT PRODUCTS.

TRADE ENQUIRIES ARE INVITED TO:
HERKAT DISTRIBUTORS
P.O. BOX 254
MELTON VIC 3337
TELEPHONE: (03) 743 7219

COLOUR CATALOGUE AND PRICE LIST POSTED: $ 2.50

901...$	147.20
902...$	62.70
904...$	26.35
905...$	86.80
908...$	59.80
909...$	33.45
910...$	86.80
915...$	91.25
920...$	75.20
922...$	67.50
925...$	20.70
930...$	67.50
932...$	27.00
935...$	141.40
940...$	169.00
950...$	6.45
951...$	8.35
952...$	10.30
953...$	6.45
954...$	6.45
970...$	9.40
971...$	13.50
972...$	3.90
973...$	6.45
CATALOGUE	2.50

MARKET PLACE

PRIVATE: 15 cents a word, name address and phone number included. Minimum $2.50 per insertion. Advance or continuous insertions not guarenteed.

COMMERCIAL: $2.50 per line, minimum of $7.50. Advance or continuous insertions not guaranteed.

All monies must accompany copy, which must be clearly written on paper. Definitely no phone insertions accepted. If stamps are used as part payment, each stamp must not exceed the standard postage rate, and must not be glued to any surface.

Send all copy and payments to **SCR Publications, Box 4 PO, LITTLE BAY 2036.** All copy must be to hand two days before advertising deadline — deadlines listed on page 10.

COMMERCIAL

MINI MODELS CHS COAL HOPPER KITS $12.95 ea. or 2 for $23.00. Post free. Caseys Hobbies, Gosford, 2250. Phone (043) 242135.

LOCOMOTIVE KITS built to order. Specialising in brass and white metal. Chassis building service available. SAE with your requirements to Branchline Works, P.O. Box 466, Epping, NSW, 2121. Phone (02) 865626.

A.C. 3 RAIL HO European Steam and Electric Locomotives – RIVAROSSI and ROCO.

P.J.P. PRODUCTIONS, 20 Daly Street, Gisborne, Victoria. 3437.

FOR SALE

O GAUGE Basset-Lowke/Hornby for sale or exchange for Swiss O gauge locomotive and Exley GWR brake. K.Cassells, 71 Oxford Street, Tawa, New Zealand.

ZERO 1 master and slave controller plus 2 loco modules. As new. Cost new $280 – sell $200. R.Coster, phone (047) 536353.

CLEARANCE of T/C Railkits/Workshop 5 unbuilt kits, 2 only HR 4 type, 4 only FR type, 4 only BR type, 1 only MCE. Plus a hardcovered 1969 edition 'Folklore of Australian Railwaymen' by P.A.Smith, slightly inkmarked but fully readable. Send SSAE to R.Price, 'Rumbriah', Kew Road, Laurieton, 2443.

HORNBY, Henry, Mallard, Cheshire, Scotsman – $90; Wrenn, 2-8-0 Diecast – $50; Aster, live steam Baldwin – $500; Fulgurex, PLM, Arrow coaches, CIWL container – $450; tin tram – $165. Phone (02) 3093872.

RARE authentic Queensland Railways locomotive fittings, suitable for display: one single-note whistle, one three-note chime whistle, all brass, 76cm high, weight 16kg each, complete, operational, unrestored, will take high polish – $200 each. Brass numberplates Nos. 247, 525, 741, 785, 6kg each – $150 each. Brass builder's plates, Walkers Ltd., Nos. 380, 412, 430 – $100 each. All plates are restored to high polish, red enamel background. Guard's kerosene hand lantern, flick-wrist colour change action, complete, unrestored – $70. J.Henley, Mapleton, 4560. Phone (071) 457150.

BERGS 59 CLASS, factory painted coal and oil burners – $500 each. Mansfield 43 unpainted – $250. Bergs 30T unpainted – $300. Locos in mint condition and test run only. Phone (02) 5704419.

BERGS D59 oil – $500, Model Dockyard 79 class – $155 ea , Bergs PHG – $70, Bergs FS/BS – $85 ea, Protype WGX, PV – $7 ea. Phone (02) 569 8627.

WANTED

ANY OLDER type O gauge tinplate, diecast, electric or clockwork trains by Hornby, Lionel, Robilt, Marklin, Ferris, Bassett-Lowke etc. Also Trixtwin, Hornby-Acho, Hornby-Dublo 2'3 rail. Wanted for future exhibition running. M.Bodinar, 4 Tarwin Crt, Nth Dandenong, 3175. Phone (03) 7953646.

HALLMARK SLSF (Frisco) 4200 class 2-8-2, Key Ltd. D&RGW K59 class 2-8-2, Akane U. S.R.A 0-6-0. Write 'Steam', P.O. Box 721, Prospect East, 5082, Sth Aust.

TIN & CAST trains, Hornby, Marklin, Ferris, Lionel. Also any sort of cars, trams, boats. Phone (02) 3093872.

JOUEF 8527 0-6-0 shunter for conversion to SRA 70 class loco. P.Ford, P.O. Box 754, Mackay, 4740. Phone (079) 572475.

HOBBY SHOP

A.C.T. — CANBERRA

MAIL ORDER SERVICE
OO/HO & N SCALE
Bankcard Welcome

LLOYD'S MODEL RAILWAYS
P.O. Box 57, LATHAM. ACT. Ph. (062) 54 7958

N.S.W. — MERRYLANDS

We try our most to stock a host of HO, OO, OO9, TT & N scale equipment. Why not pay us a call and have a browse round or drop us a line for our latest price list. Mail order a pleasure.
Open Saturday till 3pm.

ALCE'S HOBBY SHOP
Shop 6, 20 McFarlane St., Merrylands
P.O. Box 257. Ph. (02) 682 3775

A.C.T. — CANBERRA

Model Railway Specialists — HO — OO — HOn — N . . . Marklin — Hornby — Zero 1 — Lima — Trax — Airfix — Rivarossi — Roco — Lilliput — Roundhouse — Athearn — Ratio — Fleischmann — Grafar — Minitrix — Kadee — Peco — Mainline — Model Power — Superquick — Kibri — Pola — Vaupe — Heljan — Arnold — Bachmann — H & M — Eda — AMC — Faller
BRASS LOCOS AUSTRALIAN & U.S.A. and more

HOBBY WORLD
108 Bunda St., Canberra City. A.C.T.
(A Division of Peter Pan Pty Ltd)
Phone (062) 48 7994.

N.S.W. — CROYDON

STATION MODELS
SYDNEY'S BRITISH SPECIALIST
Right at Croydon Station — Buses and Trains pass the door.

Open:-
Thursday 5.30pm to 8.00pm
Friday 1.00pm to 5.00pm
Saturday 9.00am to 2.00pm

23 Hennessey Street, Croydon.
Phone (02) 799 8572 **Bankcard Accepted**

N.S.W. — SYDNEY

RAILWAY BOOKS
For the best and cheapest range of Australian and overseas railway books. Send a large SAE for book lists (which change every month), or call into —

ARHS SALES
431 Elizabeth St., Surry Hills NSW
(PO Box E129, St.James, NSW 2000)
Monday to Friday — 1200 to 1830
Saturday — 0900 to 1600
Telephone (02) 212 1201

N.S.W. — SYDNEY

Fantastic models shown by enthusiasts. Tremendous range OO, HO & N sets, locos, track and accessories. Mail Orders, Laybys and Bankcard welcome.

THE FANTASTIC MODEL SHOPS
34 Angel Arcade, Ash St., Sydney, 2000
Ph.(02) 232-2318

NSW — SYDNEY

Comprehensive range of HO & N scale Model Railway Equipment.
Special emphasis on N.S.W. outline and scratchbuilding and detail parts.

KEITH HUDSON'S MODELLER'S WORLD
75 Goulburn St., Sydney. 2000
Ph (02) 212 1667

N.S.W. — BANKSTOWN

We stock HO, OO & N gauge model trains, Accessories and Kits.

PUNCHBOWL HOBBY CENTRE
545 Chapel Road, Bankstown.
Ph. (02) 709 5082

NSW — CENTRAL WEST

DEAN MODEL RAILWAYS
Serving The Central West
Large Range of Australian, American, British, HO, OO, N
Locomotives, Rolling Stock, Track, Accessories
Kits, Scratch Building Supplies,
Used Equipment Bought & Sold.
Repairs Mail Order.
60 LORDS PLACE, ORANGE. 2800
(063) 62 1242

N.S.W. — GYMEA

HO and N gauge rolling stock, track, building kits and accessories.

LAY-BY BANKCARD

THE MODEL RAILWAY CENTRE
106 Gymea Bay Road, Gymea
Ph. (02) 524 8855

A SUBSCRIPTION
to the
Australian MODEL RAILWAY Magazine
costs $15.20 posted within Australia or $A18.50 posted surface mail overseas. Further details re subscriptions can be found on page 10.

N.S.W. — COFFS HARBOUR

SPECIALTY MODELS
serving the banana republic and surrounding area
SPECIALISTS IN HO & N SCALES
Locos, Rolling Stock, Track, Scenics.
Large range plastic kits, Marklin spares.
Shop 9 Park Arcade, 17 Park Avenue,
Coffs Harbour 2450 Phone 066 52 7989

N.S.W. — FORESTVILLE

FORESTVILLE HOBBIES
and
TOY CENTRE
Shop 3 — The Centre Darley St., Forestville.
Ph (02) 451 0083
Open to 9pm Thurday nights
HO/OO – N – Z Gauge
MARKLIN – LIMA – HORNBY – PIKO – MINITRIX – G/FARRISH
BACHMANN – AMC & AMRI Products – FALLER – HELJAN
CAMCO – A & R KITS

AUSTRALIA

AUSTRALIAN RAILWAY HISTORICAL SOCIETY
is Australia's largest railfan organisation. Membership information can be obtained by writing to the membership officer in your capital city.
ACT—PO Box 112 Civic Square ACT 2608
NSW—PO Box E129 St James NSW 2000
QLD—GPO Box 682 Brisbane Qld 4001
SA—GPO Box 507 Adelaide SA 5001
TAS— PO Box 162 Sandy Bay Tas. 7005
VIC—GPO Box 5177AA Melbourne Vic. 3001
WA—GPO Box S1319 Perth WA 6001

N.S.W. — CORRIMAL

CORRIMAL MODEL CENTRE
The model railway enthusiasts, you can be sure of a warm welcome. Look around our wide range of Loco's, Rolling Stock, Accessories and Kits. (Particularly 'N' Gauge.) Also Scratch Building catered for.
LAY-BY BANKCARD
Shop 8, New World Shopping Centre,
Russell Street, CORRIMAL. 2518.
Phone (042) 83 31 83

N.S.W. — MINTO

MINTO HOBBIES & TOYS
'SERVICING THE CAMPBELLTOWN AREA'
Large range of kits and radio control planes — cars — boats.
Layby — Mail Order — Bankcard Welcome here.
Open 6 Days — 5% Discount for club members
We do repairs on locos
Shop 3. Minto Mall. Minto 2566.
Phone (02) 603 3242 or (046) 26 8826.

W.A. — PERTH

PERTH HOBBY CENTRE
Leading Hobby Shop in W.A.
Stocking OO, HO, N & Z in British, European, U.S.A. and Australian Outline.

385 Murray Street. Perth. (09) 322 3376

SPRINGWOOD — N.S.W.

We stock Lima, Mainline, Minitrix, Trax, Peco, Herpa, Faller, Heljan/Con-Cor, Merit, Z.P.L., H & M Controllers, Builder Plus and Humbrol.
We can order on 10% minimum deposit, Marklin, Hornby, Badger, Rivarossi, Merten, Romford & Jackson, Roundhouse, Sentinel and Bachmann.

MINIATURE WORLD
216 Macquarie Road, Springwood. 2777 (047) 51 2444

N.S.W. — CHATSWOOD

Model Railway Specialist conveniently located on Sydney's Northside with plenty of parking .
WALTHERS PREFERRED DEALER

Overseas visitors ask about our tax free concessions.
MAIL ORDER BANKCARD VISA MASTERCARD

JORDAL HOBBYS PTY. LTD.
793 Pacific Highway, Chatswood Ph (02) 411 4526

DIRECTORY

N.S.W. — CARLINGFORD.

MODEL RAILWAY SPECIALIST — LARGE RANGE OF HO, HOn2½ and N. TENSHODO SPUD, JAPANESE N SCALE PRODUCTS.
MAIL ORDER WELCOME. PLENTY OF PARKING.
OPEN SATURDAY AFTERNOON.

NORTHSIDE HOBBIES
Shop 56, CARLINGFORD SQUARE,
CARLINGFORD. 2118. Phone (02) 872 3553

N.S.W. — NEWCASTLE

Model Railway Specialists HO, OO & N
Rivarossi, Hornby, Lima, Peco, Kadee, Roundhouse, Athearn, Mainline, Campbells, Jordon, Calscale, Bachmann, Trax, Wiking, K&S Brass, Plastruct, Arnold Badger, Superquick, Merten, Scenic Items and many others. Mail Order. Authorised Hornby Service Agent — Repairs all makes.

VIC BARNES CYCLE & MODEL TRAIN CENTRE
213 Lambton Rd., New Lambton, 2305
Ph. (049) 52 1886

N.S.W — CENTRAL COAST

MODEL RAILWAY SPECIALISTS
LGB HO OO HOe N
Fleischmann — Hornby — Lima — Marklin — Ibertren — Electrotren — Lilliput — Roco — Roundhouse — Minitrix — Bachmann — Athearn — Mini Models — Camco — AMRI — Trax — Kadee — Badger — Peco — K&S — Eda — Pola — Kibri — Vollmer — Heljan — Con-cor — Merit — Locomotion etc
All Makes Repaired

CASEY'S HOBBIES
Imperial Centre, Gosford.
Ph. (043) 24 2135

N.S.W. — DUBBO

Serving the Model Railroad Enthusiast in the West. Large range of Rivarossi, Arnold, Peco, Kadee, Protype, Roundhouse, Friedmont, MRC, Lima, Wrenn, Hornby, Airfix, Books, Accessories, Tools, Paints, AMC Products.

MORGANS HOBBIES
59 Boundary Road, Dubbo

N.S.W. — WOLLONGONG

BILL WEBB Model Railways
Established 1975
MAIL ORDER SPECIALISTS for continental equipment from Fleischmann, Hag, Brawa, Seuthe Smoke Generators, Bemo HOe, HOm, Metropolitan, Salota Multi-train Control, Fulgurex, Marklin, Vollmer & Sommerfeldt HO & N Catenary. Roskopf Military Vehicles.

PO Box 68, Figtree. 2525 Ph. (042) 29 5824

N.S.W. — NEWCASTLE

LIVE STEAM
plans and castings

for NSWGR C32, C36, C38, Z12, Z13, SMR 10 class in 5" gauge. Over 60 designs 'O' to 7¼" gauge. Our 150 page illustrated handbook $5.00 posted from:-

E. & J. Winter, P.O. Box 126, WALLSEND. 2287.

VICTORIA — LOCH

LOCH HOBBIES

SOUTH GIPPSLAND'S TRAIN SHOP

Open Weekends Only
Victoria Street, Loch.
Box 6, PO Loch. Vic. 3945.

VICTORIA — INGLEWOOD

MINIATURE PASSENGER RAILWAY
Ride behind coal burning steam loco, 3rd Sunday every month from 2pm.
Drive the diesel loco T347 among the native plants almost anytime Mon — Sat.
Picnic Tables Donation to Charities
Next door to
THE LOCO SHED (054) 38 3036

VICTORIA — CROYDON

BRANCH LINE
Your complete Model Railway Hobby Centre
490 Dorset Road, Croydon, Victoria. 3136.
Phone (03) 723 1211

Hours:
Opens 10 a.m. Mon.-Fri. 9 a.m. Sat.
Closes 6 p.m. Mon.-Thurs. 9 p.m. Fri. 1 p.m. Sat.

VICTORIA — MORWELL

MORWELL ELECTRONICS

Gippsland Model Railway Supplies
O — HO — OO — N — Z
Accessories & Kits.

95 George Street, MORWELL 3840
Phone (051) 346133

VICTORIA — MELTON

HOBBY YARD

Model Railway Supply

38 Bakery Square, Melton, Vic. 3337
Ph. (03) 7437219, 6876489, 7431782

VICTORIA — EAST KEW

HOBBYCRAFT

FOR

Model Railways

1351 Burke Rd., East Kew, 3102
Ph. (03) 80 3241

VICTORIA — BOX HILL

THE ENGINE SHED

5 Carrington Road, Box Hill, 3128
Phone (03) 890 7027

VICTORIA — SYNDAL

Hobbyline

264 Blackburn Road, Syndal, 3149
Ph. (03) 233 2398

VICTORIA — MENTONE

SPECIALISING IN 'N' SCALE
Featuring 'KATO'
THRIFT PARK TOYS
Shop 23, 16 Lr. Dandenong Rd., Mentone Vic. 3194

Ph (03) 583 4282
Inside the Arcade — Junction of Lower Dandenong Road and Nepean Highway.

VICTORIA — EAST BRIGHTON

BRITISH TRAINS SUPPLY

HORNBY MAINLINE MAMOD UNIMAT PECO Etc.
— BOOKS GALORE —
Second Hand '0' & '1' Gauge Wanted

Phone 03 — 5784337 10am to 9pm
125 Thomas Street, EAST BRIGHTON 3187

VICTORIA — ST. KILDA

GIFFORD PRODUCTIONS

HO/OO and N Cork Underlay — Lima locos and rolling stock — Copperfoil Tape

Box 62 P.O., ST. KILDA. 3182. Phone 03 534 3462

QUEENSLAND — BRISBANE

RAILWAYS EXCLUSIVELY. Scratchbuilders parts, Wood shapes, planks, roof sections, trucks, couplings, wheels. Kits and RTR by most scale brand names. O — HO — N and Narrow Gauge in these scales. Roundhouse spares. Mail Orders Welcome.

AUSTRAL MODELCRAFT
101 Laura St., Ekibin. Mail to P.O. Box 60
Annerley, 4103. Ph. (07) 392 1484

QUEENSLAND **THE HOBBY WAREHOUSE**

30 Kingston Road, UNDERWOOD, 4119
(07) 3412662 (07) 3417603

401 Old Gympie Road, STRATHPINE, 4500
(07) 2055533

3 Strathaird Road, SURFERS PARADISE, 4217
(075) 382799 (075) 382560

S.A. — GLENELG

Featuring the 20c in-the-slot electronic 'N' gauge dioramic display that you can drive.
Our HO and N stock includes Hornby, ROCO, Lima, Peco, Rivarossi, Fleischmann, Arnold Rapido, Faller, EDA, Zero 1, Tempest, AMRI, Kalmbach. Open 7 days a week till 7.30pm

GLENELG TRAINS & TRONICS
71 Moseley Street, Glenelg. 5045
Ph. (08) 294 2450

S.A. — WHYALLA

WESTCOAST MODEL SUPPLIES

MAIL ORDER & BANKCARD WELCOME

12 Fisk Street, Whyalla Norrie. 5608
Ph. (086) 45 0679 a.h.

S.A. — ST. MARYS

Discount model railway specialists, specialising in

ATHEARN

Spare Parts — Locos — Rolling Stock, etc.
Mail Order and Bankcard Welcome.

THE MODEL TRADING POST
1193 South Rd., St. Marys, 5042
Ph. (08) 276 1863

S.A. — ADELAIDE

THE MODEL RAILROADING HEADQUARTERS FOR S.A.
SPECIALISING IN HO & N SCALES
LOCOS ROLLING STOCK TRACK
SCENIC and ACCESSORIES
BOOKS MAGAZINES
BANKCARD — AMERICAN EXPRESS — DINERS
Mail Order & Repair Service

BRIDGLANDS HOBBIES
81 Pirie Street, ADELAIDE 5000
Phone (08) 223 3782

NORTHERN TERRITORY — DARWIN

LEISURE TERRITORY
'THE TOP END MODEL RAILWAY SHOP'
HO & N Gauge Australian and American Model Railways. Locos, Wagons, Peco Track, Various Buildings, Kits, Trackside Acces, Plastruct and K&S Modelling Supplies.
MAIL ORDER — BANKCARD
Shop 9A, Hibiscus Shopping Village, LEANYER
Phone (089) 27 9564
P.O. Box 37095, WINNELLIE 5789, N.T.

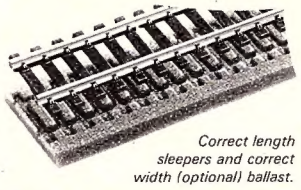
* FROM LEISURE ACTIVITY STORES EVERYWHERE * FROM LEISURE ACTIVITY STORES EVERYWHERE * FROM LEISUF

BE REALISTIC IN HO/OO

USE PECO SETRACK & PECO STREAMLINE

PECO SETRACK

ST-200 Standard Straight	1.25
ST-201 Double Straight	1.75
ST-202 Short Straight	1.00
ST-203 Special Short Straight	1.00
ST-205 Isolating Track	2.50
ST-220 Standard No. 1 Curve	1.30
ST-221 Double No. 1 Curve	1.75
ST-222 Half No. 1 Curve	1.00
ST-225 Standard No. 2 Curve	1.35
ST-226 Double No. 2 Curve	1.75
ST-227 Half No. 2 Curve	1.00
ST-240 Right Hand Point	7.95
ST-241 Left Hand Point	7.95
ST-242 Right Hand Curved Point	10.50
ST-243 Left Hand Curved Point	10.50
ST-250 Crossing	7.95
ST-255 Underlay - Right Hand Point	1.50
ST-256 Underlay - Left Hand Point	1.50
ST-257 Underlay - R/H Curved Point	1.50
ST-258 Underlay - L/H Curved Point	1.50
ST-265 Underlay - Crossing	1.50
ST-266 Level Crossing with gates	5.75
ST-267 Level Crossing with booms	5.50
ST-268 Straight L/C Addon Track	2.95
ST-269 No. 2 Rad. L/C Addon Track	2.95
ST-270 Sleeperbuilt Buffer Stop	1.15
ST-271 Decoupler Unit	1.15
ST-273 Twin Power Connecting Clips	2.00
ST-280 Track Fixing Nails	1.65
ST-290 Platform Unit - Brick	3.75
ST-291 Platform Unit - Stone	3.75
ST-296 Platform Ramp Unit - Brick	2.95
ST-297 Platform Ramp UNit - Stone	2.95



Correct length sleepers and correct width (optional) ballast.

Right at the beginning choose Peco high quality trackage systems. Peco SETRACK is the unit trackage system for use with all popular makes of HO/OO trains - it is complementary to Peco STREAMLINE the flexible trackage system with the fine scale longer look. Together they form the largest range of trackage, points and accessories available.

Peco perfection means scale realism with the option of ballast and gives you a choice of nickel silver, brass or steel rail, wood or concrete type sleepers.

Correct 6ft-way centres are automatically established when joining two points to form a crossover and the unique STREAMLINE geometry allows the use of small, medium or large radius points with the short or long crossings to make varied formations.

The Peco Point Motor simply clips to the underside of the point - no ugly attachments to the side of the track. If required it can be mounted above the baseboard away from the point.

PLAN YOUR LAYOUT ACCURATELY. Send a large SAE and a Peco track label for a copy of the FREE track plans and formation broadsheet.

FLEXIBLE TRACK

SL-100X Wood Sleepers, Nickel Silver Rails, 914mm long	$2.85
SL-100GS Wood Sleepers, Steel Rails, 914mm long	2.65
SL-100B Wood Sleepers, Brass Rails, 914mm long	2.85
SL-102X Concrete Sleepers, Nickel Silver Rails, 914mm long	3.40
SL-102S Concrete Sleepers, Steel Rails, 914mm long	2.65
SL-102B Concrete Sleepers, Brass Rails, 914mm long	3.40

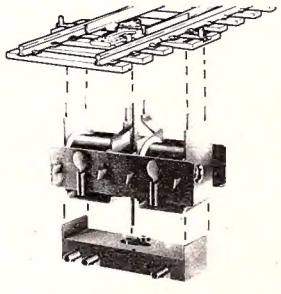
POINTS & CROSSINGS

	SUPER UNIVERSAL	UNIVERSAL (OLD STYLE)	ELECTRO-FROG	BALLAST UNDERLAYS
Right Hand Catch Point	SL-84XX 5.50	-- --	-- --	SL-61 1.95
Left Hand Catch Point	SL-85XX 5.50	-- --	-- --	SL-62 1.95
Right Hand Curved Point	SL-86XX 9.95	SL-86X 9.95	SLE-86X 10.50	SL-66 2.95
Left Hand Curved Point	SL-87XX 9.95	SL-87X 9.95	SLE-87X 10.50	SL-67 2.95
Right Hand 5' Rad. Point	SL-88XX 9.95	SL-88X 9.95	SLE-88X 10.50	SL-55 2.95
Left Hand 5' Rad. Point	SL-89XX 9.95	SL-89X 9.95	SLE-89X 10.50	SL-56 2.95
Double Slip	SL-90XX 29.95	SL-90X 29.95	-- --	SL-58 2.95
Right Hand 2' Rad. Point	SL-91XX 7.95	SL-91X 7.95	SLE-91X 8.25	SL-51 2.95
Left Hand 2' Rad. Point	SL-92XX 7.95	SL-92X 7.95	SLE-92X 8.25	SL-52 2.95
Short Crossing	SL-93XX 7.95	SL-93X 7.95	-- --	SL-54 2.95
Long Crossing	SL-94XX 8.95	SL-94X 8.95	-- --	SL-57 2.95
Right Hand 3' Rad. Point	SL-95XX 8.95	SL-95X 8.95	SLE-95X 9.25	SL-59 2.95
Left Hand 3' Rad. Point	SL-96XX 8.95	SL-96X 8.95	SLE-96X 9.25	SL-60 2.95
Short 'Y' Point	SL-97XX 7.95	SL-97X 7.95	SLE-97X 8.25	SL-53 2.95
Long 'Y' Point	SL-98XX 9.95	SL-98X 9.95	SLE-98X 10.25	SL-68 2.95
3-way Med. Rad. Point	SL-99XX 24.95	-- --	-- --	SL-69 3.50

SL-50 Track Underlay - Roll 6.25

FIXINGS

SL-10X NS Rail Joiners (24)	1.40
SL-10B Brass Rail Joiners (24)	1.00
SL-11 Insulated Rail Joiners (12)	1.40
SL-14 Track Pins Packet	1.00
SL-17 Stud Contact Strip - track	2.75
SL-18 Stud Contact Strip - points	2.35
SL-29 Uncouplers (2)	1.75
SL-30 Uncouplers Peco A/HD (2)	1.00
SL-31 Uncouplers Peco T (2)	1.00
SL-32 Magnetic Uncoupler	2.50
SL-36 6ft Way Gauge	.20
SL-40 Railbuilt Buffer Stops	.85
SL-41 Sleeperbuilt Buffer Stops	1.00
IL-5X N.S. Code 100 Rail - Bundle	6.50
IL-13 Track Spikes Packet	1.75
IL-20X N.S. Fishplates (25)	1.25



Turnout Motor simply clips underneath — Accessory Switch available for signal operation etc.

PECO 'LECTRICS

PL-10 Point Motor	3.75
PL-12 Adaptor Base	1.30
PL-13 Accessory switch	2.15
PL-16 Point Operating Switch	2.35
PL-17 Probe for point Operation	2.25
PL-18 Studs & Tag Washers (25)	2.65
PL-20 ON/OFF Isolating Switch	1.75
PL-40 Wheel Brush & Scraper	5.95
PL-41 Track Cleaning Block	1.75
PL-63 Electroclean	4.35
PL-64 Electrolube	4.00
PL-70 Loco Servicing Cradle	5.50
SL-43 Loco Lift	12.50

Illustrated Catalogue $2.95

For Trade & General Enquiries:-

AUSTRALIAN MODEL CRAFT CO.

Box 118, P.O., Albury, N.S.W. 2640

Phone (060) 21 2473

TO ALL RETAILERS: The prices set out or referred to herein are recommended prices only and there is no obligation to comply with the recommended...